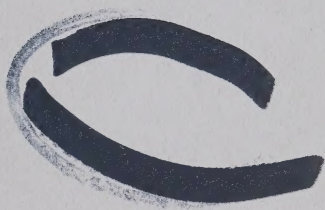


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ANNUAL REPORT

Government
Publication

OF THE

DEPARTMENT

OF

MARINE AND FISHERIES,

FOR THE YEAR ENDING 30TH JUNE, 1870.

PRINTED BY ORDER OF PARLIAMENT.



OTTAWA :

PRINTED BY I. B. TAYLOR, 29, 31, & 33, RIDEAU STREET.

1871.

THIRD ANNUAL REPORT

DEPARTMENT OF MARINE AND FISHERIES,

OF THE
YEAR ENDING 30TH JUNE, 1870.

To His Excellency the Right Honorable John, Baron Lisgar, of Lisgar and Baillieborough, in the County of Cavan, Ireland, in the Peerage of the United Kingdom of Great Britain and Ireland, and a Baronet, one of Her Majesty's Most Honorable Privy Council, Knight Grand Cross of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor General of Canada, and Governor and Commander-in-chief of the Island of Prince Edward, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY :

I have the honor to submit herewith, for the information of Your Excellency and the Legislature of Canada, the Annual Report of the Department of Marine and Fisheries, and the financial statements connected therewith, for the fiscal year ended 30th June last.

By the Act 33rd Vict. Cap. 18, passed last Session, authority was given to the Minister of Marine and Fisheries, to construct such lighthouses, beacons, and other public works connected with his Department, as Your Excellency in Council might direct, and under this Act, and the authority of Council, all the lighthouses, the lightships, and fog whistles, for the construction of which, funds were voted during the last Session of Parliament, have been built or contracted for, so far as they have progressed, under the superintendence of this Department, with the exception of a breastwork round Little Hope Island, on the eastern coast of Nova Scotia, which it has been decided to construct for the safety of the lighthouse on that Island, as well as for the preservation of the Island itself, as in the event of it being washed away, it would probably leave a dangerous shoal in its place. The construction of this work has been entrusted to the Department of Public Works.

This arrangement of placing in this Department, the construction of lighthouses and such other public works, the administration and maintenance of which are entrusted to it by law, has many advantages, and in my opinion will tend to secure both economy and efficiency in this branch of the public service.

This Department has already agents, superintendents, and other officers in the various sections of Dominion, engaged in the ordinary administration of the Lighthouse and other business of the Department, and the services of such officers can therefore be advantageously utilized in the superintendence of any new works going on in their immediate neighbourhood, and thus frequently obviate the necessity of sending professional engineers to superintend such works at considerable expense to the Government.

The management of the sea-going steamers belonging to the Dominion, being entrusted by law to this Department, also affords great facilities for visiting and supplying with materials such new lighthouses as may be in course of erection at distant places, without incurring much additional expense, as this service can generally be combined with that of visiting and supplying the lighthouses already in operation.

The Report which I am now about to submit to Your Excellency, will refer principally to the operations of the Department, and the expenditure connected therewith, during the financial year, which ended 30th June last, and will give an account of expenditures made by it in that period, both for the maintenance and repairs of the various services under its control, as well as for the construction of such new works as were completed or partially built at the close of the last fiscal year.

Allusion will also be made in this Report to the operations of the calendar year ending this day, but the statements required to be made up and submitted to Your Excellency, to be laid before Parliament, of all the new works under my control, and the amount received and expended on account thereof, since the 1st July last, will come in order at the close of the fiscal year, ending 30th June next.

The calendar year of 1870, has been an extremely boisterous and stormy one, and although the seaboard has not been visited by any tidal wave, such as the one which caused so great damage to the public property under the management of this Department in October, 1869, still very severe storms have been experienced on our coasts at the commencement and towards the close of the year, which have been attended with considerable loss of life and property. During the early part of the year, one of the most serious marine disasters took place in connection with the Dominion, which has happened for many years, attended as it was with great loss of life. On the 25th January last, the Inman Mail Iron Screw Steamer, *City of Boston*, left New York for Halifax with mails, passengers, and freight, and on the 27th of the same month, she arrived at Halifax, where she took on board some more passengers belonging, for the most part, to Nova Scotia and New Brunswick, and left on the 28th January, 1870, for Liverpool, England, since which time, no intelligence of any kind has been heard of her.

The weather during the fall of 1870 was much more boisterous and stormy than usual, and I much regret to state that the loss of life and property on the seaboard in

connection with the Mercantile Marine of the Dominion has, during the last few months, been heavy, as a reference to the Return of Wrecks and Casualties in the Appendix of this Report will shew. There are, no doubt, many vessels belonging to Canada which are now missing, of which no official intimation has as yet reached this Department, so that the Wreck Register accompanying the Report cannot be considered as an account of all the casualties which have occurred on our coasts. It only contains a notice of the wrecks and casualties, information of which have reached this office. The storms which prevailed on the seaboard appear also to have reached the great lakes which separate Canada from the United States, as will be seen by the list of disasters on our inland waters in the accompanying appendix, and in the case of one of the wrecks which occurred in Lake Ontario, the whole crew, composed of nine persons, were drowned immediately after the vessel stranded and went to pieces. As I am of opinion that there are some dangerous places, both on the seaboard and on our great inland Lakes, where life boats should be stationed for the purpose of saving life during heavy storms or gales such as have occasioned so much loss of life on our coasts during the last few months, I would recommend that a sum of money should be placed in the estimates, to be laid before Parliament at its next Session to enable this Department to supply this want, and station life boats and other life-saving apparatus at certain points where they appear to be much needed. In the United Kingdom, where great attention is paid to this subject, life boats are maintained and manned at the expense of the National Life Boat Association, and are also assisted by the Coast Guard Service ; but as there is no such machinery in this country by which life boats could be maintained, I am not aware of any other way of maintaining them, than at the expense of the Treasury.

The heavy storm of the 3rd September last, which was so severely felt by the shipping on the coasts of Nova Scotia, caused very considerable damage to the buildings connected with the Lighthouse Station at Egg Island, situated about 45 miles to the eastward of Halifax. The keeper's dwelling was struck by the sea, which made a clean sweep over the island, and was washed away from its foundation a distance of 150 feet, and the keeper and his family barely escaped into the lighthouse tower, which they were afraid would also be carried away, but which stood the fury of the storm after receiving some damage. All the fences and erections on the island were destroyed, and about 100 feet of the slip carried away. Arrangements were at once made to repair the lighthouse so as the keeper could live in it, and it has since been thoroughly secured by stays and anchors, so as no doubt may exist for the future as to its stability in case of heavy storms.

While the storms which prevailed during the last few months have been disastrous to the Mercantile Marine of Canada, I much regret to state that the Lighthouse and Coast Service under the management of this Department has also met with a melancholy and serious loss. The schooner *Ocean Traveller*, which was under charter to this Department for the purpose of supplying the lighthouses of Nova Scotia and the humane establishment at Sable Island, which is maintained for the purpose of saving life and property, left

Halifax on the 28th September last for Sable Island loaded with provisions, supplies and cattle, commanded by Captain O'Brien, formerly master of the Government schooner *Daring*, having on board a crew of eight persons besides the captain, all hired by this Department. After being at sea for sometime, she returned to Halifax on the 8th October without being able to effect a landing, or to have any communication with the staff on the Island. After the weather had moderated to some extent, the schooner again proceeded to the Island on the 11th October, with her cargo on board, and on the 18th October, the cattle and supplies were safely landed, and the vessel immediately left the Island for Halifax with her crew of nine (9) persons, and a young man, a son of one of the staff on the Island, since which time nothing has been heard of her, so that no doubt now exists but that she has been lost with all hands.

The year which has now closed, has also been one of much anxiety to myself and staff, not only in connection with the maintenance of the lighthouse and coast service, extending over a distance of 2,000 miles, but also in connection with the Fishery Question, and the management of the marine police, which was employed by the Government of Canada for the protection of Canadian interests in Canadian waters—The construction of a number of new lighthouses, fog whistles, and a light ship, which are being proceeded with during the current financial year, have also added much to the labors of the Department, but I am happy to state that of these services for which the necessary funds were voted by Parliament last Session, twelve have already been built, and have been in operation, twelve are partially built, and are nearly ready to be put in operation next spring, and the remaining five will be built early next season, arrangements having already been made for the work to be done. The new iron lightship which is intended to be stationed at the lower end of Red Island Reef, with a powerful steam whistle on board, will, it is expected, be ready to be placed at her mooring ground shortly after the opening of navigation. A good light on the Catoptric system will be exhibited from each of her masts, and the light will probably be seen a distance of nine miles.

Notwithstanding the numerous difficulties and storms which this Department has had to contend with during the latter part of 1870, in the construction of so many new lighthouses, at such distant, difficult, and isolated places, I feel much pleasure in stating, that at Bird Rocks, in the Gulf of St. Lawrence—the most difficult place in the Dominion on which to erect a lighthouse, owing to the surf which continually breaks around it, and the danger of approaching it and effecting a landing thereon—the efforts of the Department have been entirely successful in erecting the lighthouse and buildings in connection therewith. The light is a fixed white one, of very superior description, being a powerful French Dioptric of the second order, standing at an elevation of 140 feet above the level of the sea, and was exhibited for the first time on the 20th September last, much to the gratification of the shipping interests frequenting that part of the Gulf in which those dangerous rocks are situated. As the immediate erection of this light had been frequently urged on my notice, owing to its great importance and the necessity which existed for it, I lost no time, after the requisite funds were voted by Parliament (on the 22nd May

last) for its construction, in making the necessary arrangements to have it completed and in operation before the stormy weather set in. The light, which is a brilliant one, should be seen, in ordinary clear weather, a distance of 21 miles, but a report has reached this office that it has been seen a distance of 25 miles. It will be invaluable to vessels entering the Gulf on either side of St. Paul's Island, bound for the River St. Lawrence. The lighthouse tower is a strong, substantial wooden frame building, securely anchored to the rock, and will be able to withstand the force of the heaviest gales which sometimes sweep over that part of the Gulf. The keeper's dwelling and the oil store are separate from the tower and from each other, so as to prevent, as far as possible, the risk of fire; and all the buildings are well covered with iron-clad paint, which tends to preserve the wood, and prevent it, to a certain extent, from taking fire easily. During my visit to the rock, while the buildings were being prepared for erection, I found the landing extremely difficult and dangerous, on account of the swell which constantly surrounds it, and would suggest that measures be taken next summer to provide some additional facilities for landing the stores and provisions required for the maintenance of the light on the north side of the rock, the present arrangement for landing being on the south side, so that a landing may be effected on either side, as may suit the wind and weather. As the keepers of this light must remain in future at their stations during the winter months, so as to be ready to light up early in the spring, a sufficient supply of fuel and provisions should be kept on the rock for the relief of any distressed or shipwrecked mariners who may find it necessary to take refuge there, and the establishment will thus be made to serve both as a lighthouse station and humane establishment. It is intended to furnish the station with a code of signals, so that communication can be made with passing vessels during the season of navigation, in case there may be any shipwrecked mariners on the rock, or in case the keepers may require assistance.

Two very important lighthouses have recently been erected in the Straits of Bellisle, but the lights have not yet been exhibited, as it was late in the season before the buildings were completed; but it is confidently expected by the Department that the lighting apparatus and machinery for both these lights will be fitted up and put in operation early in the summer, immediately after the opening of navigation in the Straits. One of these lighthouses has been built at Cape Norman, near the eastern entrance of the Straits, and the other at Point Rich, near the western entrance, both on the shores of Newfoundland. It is intended to make the one at Cape Norman a revolving light, and the other, at Point Rich, a flash light,—and both will be as powerful as they can possibly be made on the Catoptric system. It is expected they will be visible, in clear weather, a distance of 25 miles. The lighthouse tower at Cape Norman has already been found extremely useful to steamers entering the Straits of Belleisle, from the United Kingdom, during the day time, as it serves the purpose of being an excellent day-beacon to guide vessels into the Straits. There are already two powerful fixed Dioptric lights in the Straits, one in Belleisle, of the first order, at the eastern entrance, and the other at Amour Point, of the second order, about the middle of the Straits, on the Labrador shore. When the two new lights are put in operation next summer, the Straits will then be tolerably well lighted

up with four as fine lights as can probably be found in any part of the world. As the Straits of Belleisle are now very much used by the Ocean Mail Steamers of Canada, and other vessels anxious to shorten their passages between the St. Lawrence and Europe by one or two days, it has been considered by this Department, and many persons interested in the commerce and navigation of Canada, to be of the greatest importance that this route should be made as safe and efficient as first-class lights and correct soundings can make it, with the view of carrying out the Canadian policy of making the St. Lawrence the great highway to the west, and of enabling our ocean steamers to compete successfully, both as regards speed and safety, with their powerful rivals running between European ports and ports on the Atlantic seaboard. A reference to the accompanying table in the Appendix (marked), will show the time occupied by the Canadian Mail Steamers in performing their voyages, both inward and outward, between Quebec, Liverpool, and Glasgow, during the season of 1870. On comparing the time made by our Ocean Mail Steamers running up the St. Lawrence with that of the great lines running to New York, Boston, &c., it will be seen that the efforts made by the Canadian Government to render the route between the St. Lawrence and Liverpool, *via* the Straits of Belleisle, as perfect as possible, have been, to a great extent, successful; and it is believed that the additional expenditure now being made to improve this route will prove an excellent investment in the interests of the trade and commerce of Canada. The soundings in the Straits of Belleisle have hitherto been imperfect, causing some difficulty and detention, in thick weather, to vessels using that route, and on my recommendation the Canadian Government brought the subject under the notice of the Lords of the Admiralty, with the view of having more perfect soundings taken; and on receipt of the communication, their Lordships kindly gave the necessary instructions to their surveying officers on the North American Station, to have the required information obtained and inserted in the Admiralty Charts for the guidance of mariners using these Straits. On the 24th August last, Her Majesty's Secretary of State for the Colonies informed Your Excellency that the soundings of these Straits had been obtained and inserted in the Admiralty Charts and that copies of which, containing the required information, could be obtained from the Admiralty Chart Agent in London. This route is generally used by the Montreal Ocean Steamers during the months of July, August, September, October, and the greater portion of November.

Another very important lighthouse has been built under the supervision of this Department on Cape Ray, on the south-west coast of Newfoundland, in the Gulf of St. Lawrence. This has been much required for the safety of vessels entering and leaving the Gulf by the passage leading between St. Paul's Island and the coast of Newfoundland, and will prove of great service to the general sea-going trade of Canada.

It will be a powerful flash light, and it is probable it will be lighted up in the spring, as the tower is all finished and ready for the lantern and lighting apparatus. Permission has been granted by the British Government and the Government of Newfoundland, to erect these three lighthouses on the shores of Newfoundland, but they will be erected and maintained at the expense of Canada, being erected with the view of increasing the safety of our St. Lawrence navigation. Another important lighthouse has

recently been built on Amherst Island, one of the group of the Magdalen Islands, and will also be lighted up in the spring. It is intended to make this a powerful revolving white and red light. The importance of this light to the gulf trade and the numerous fishing craft frequenting these waters can scarcely be over estimated.

Contracts were made by this Department for the erection of a lighthouse and powerful steam fog whistle, on the south point of the Island of Anticosti, in the Gulf of St. Lawrence. It is expected that both the light (which will be a flash), and the fog whistle at this station, will be in operation early next summer. The importance of this light and fog whistle to vessels proceeding up to the St. Lawrence, or going to sea during thick or foggy weather, is well known to every one acquainted with the locality.

A contract was also made for the erection of a new lighthouse at River Magdalen, on the south shore of the River St. Lawrence, in the County of Gaspé, and the materials were sent down by the contractor in a schooner last fall for the purpose of erecting the lighthouse; but owing to his vessel having been overtaken by a heavy gale, she became disabled, and much of the materials was lost. The work will, doubtless, be proceeded with next spring, and the light will probably be in operation during the early part of the summer. It is intended to make this a red and white revolving light.

A new light will also be erected next spring at Cape Chatte, on the south shore of the River St. Lawrence, in the County of Gaspé, and it is probable it will be in operation about the end of June. It is proposed to make this a flash light.

It is designed to make all these lights at Cape Norman, Point Rich, Cape Ray, Amherst Island, South Point of Anticosti, River Magdalen and Cape Chatte, powerful sea lights of the first-class on the Catoptric system, and it is probable they will all be seen a distance of 25 miles in favorable weather.

A new lighthouse has also been erected at Seven Islands in the Gulf of St. Lawrence, which is intended to aid the coasting and fishing craft on that shore, and to lead them into the fine harbour of shelter, which is found there in stormy weather. It will also be found of much service to sea-going sailing vessels of a larger class, which may be driven up there by stress of weather, as they frequently are. The light stands on an elevation of 150 feet above the level of the sea, is on the Catoptric system, and can be seen a distance of 20 miles in clear weather. It was exhibited for the first time on the 15th October last, and has given much satisfaction.

A new lighthouse was recently also erected at Cape Rouge, Montée du Lac, County of Charlevoix, a short distance below the City of Quebec, on the north shore of the River St. Lawrence. It stands at an elevation of 175 feet above high water, is on the Catoptric system, and can be seen a distance of ten miles. Although it was designed as a minor light, principally for the benefit of coasters and other small craft, frequenting the north channel of the river at that place, still it will be found exceedingly useful late in the fall of the year to vessels of a larger class, which may require to use that channel. It was exhibited for the first time on the 28th October last.

A very fine minor light at Paspebiac Point, Bay, Chaleur, County of Bonaventure, Province of Quebec, was exhibited for the first time on the 29th June last. It is on the

Catoptric system, elevated 55 feet above high water, and can be seen a distance of 13 miles. Although erected and maintained at a very moderate cost, it has proved a most useful and reliable light, not only to the numerous coasters and fishing craft, but also to the steamers and sea-going vessels which resort to that fine bay during the season of navigation.

A light of a similar description was also recently erected on the west end of Caraque Island, New Brunswick, in the same bay nearly opposite Paspebiac Point. It is elevated 52 feet above high water, is on the Catoptric system, and can be seen at a distance of 12 miles. It was exhibited for the first time on the 26th of August last.

A very good light of a minor description was erected this season on Arseneau Point, near Dalhousie, in New Brunswick, at the head of the Bay Chaleur, for the purpose of guiding steamers and other vessels in safety up to that place. The lighting apparatus is on the Catoptric system, elevated 49 feet above high water, and the light facing down the bay is described as a good light, and can be seen at a distance of 16 miles in clear weather. It was exhibited for the first time on the 16th November last.

Two beacons for lights have recently been erected at the entrance of Bathurst Harbor, New Brunswick, in the Bay de Chaleur, but the lights have not yet been exhibited; they will probably be lighted up on the opening of navigation in the spring.

A very good light of a minor description was exhibited for the first time on the 30th September, 1869, on Portage Island, New Brunswick, at the entrance of Miramichi River. It is on the Catoptric system, is elevated 46 feet above high water, and can be seen a distance of 12 miles. Two beacon lights were also exhibited for the first time on the 30th September, 1869, on Preston's Beach, one is 55 feet and the other 65 feet above high water, and both on the Catoptric system.

The light on Seal Island, near the south-west coast of Nova Scotia, was found to be insufficient for that very important place, and several complaints reached this Department of its want of power. As it is a point usually made for, in the winter, by Atlantic steamers running between Portland and the United Kingdom, the necessary arrangements were made for replacing the light (which was a Catoptric one) with a powerful second order French Dioptric light which was in store, and the new one was exhibited for the first time on the 25th October last. It is a fixed white light, elevated 98 feet above the level of the sea. Reports have reached this office that it has been seen, under favorable circumstances a distance of 25 or 30 miles, but in ordinary clear weather it will probably be easily seen a distance of 20 miles. As this Island is frequently enveloped in dense fogs, it was considered advisable to erect a powerful steam fog whistle on its southerly end in close proximity to the lighthouse. It was put in operation last August, and during thick weather, fogs, and snow storms, the whistle is sounded in each minute, as follows: First, a blast of five seconds, then an interval of five seconds, then a second blast of five seconds, then an interval of 45 seconds to complete the minute before the whistle is again sounded. The distance at which it may be expected to be heard is as follows:—In calm or moderate weather, 15 miles; in stormy weather or against the wind, five to eight miles; with the wind, 20 to 25 miles.

The Caloric engine and Daboll's fog trumpet at Cranberry Island, Nova Scotia, having become comparatively useless from the weakness of the sound and the frequent breaking down of the machinery, it became necessary to replace it with a powerful steam fog whistle similar to those at Seal Island, Yarmouth and Lepreau. A contract has been made for a new steam fog whistle for this station, and I hope to have it in active operation early in the summer.

The Daboll fog trumpet and Caloric engine at Sambro Island, near the entrance of Halifax Harbor, is also very unreliable, and may probably soon require to be replaced with a steam fog whistle. At the entrance of Digby Gut, in the Bay of Fundy, a fog whistle is much required [to accommodate the increasing steamboat traffic arising there in consequence of the railway having been finished from Halifax to Annapolis.

A new minor light was recently erected at the entrance of Sissiboo River, County of Digby, Nova Scotia. The light is elevated 36 feet above high water, is a fixed white light on the Catoptric system, and can be seen in clear weather a distance of eight or ten miles. It was exhibited for the first time on the 3rd December, 1870.

The lighthouse at Apple River, County of Cumberland, Nova Scotia, was burned down during the season of 1869, and a temporary light was exhibited since then until the 1st October, 1870, when a new lighthouse was completed, and the light exhibited on the new tower. The new light is on the Catoptric system, elevated 64 feet above the level of the sea, and can be seen a distance of 12 miles in clear weather.

The lighthouse at Chester or East Ironbound Island, in the County of Lunenburg, Nova Scotia, was destroyed by fire on the 3rd January, 1870,* and it was supposed the lighthouse was struck by lightning. Since the destruction of the lighthouse, no light has been exhibited at this station. The new lighthouse is now finished, and the light, which was exhibited for the first time on the 5th of January, 1871, is elevated 150 feet above the level of the sea, and can be seen a distance of 16 miles in clear weather.

A new lighthouse has recently been erected on the west end of Scattarie Island, Nova Scotia, for the purpose of lighting vessels through the Main-a-Dieu Passage. As the coal traffic is large there, it will be of great service to the shipping frequenting that passage. It is intended to make it a red light on the south or seaward side, to enable vessels to distinguish it from the revolving light on the east end of Scattarie Island, and also from the fixed white light at Louisbourg Harbor; and on the north side of the lighthouse it is intended to show a powerful white light, which will be seen a distance of 16 miles. These lights will be exhibited about the beginning of next May.

Another new lighthouse has recently been erected on Ingonish Island, in the County of Victoria, Cape Breton, Nova Scotia, and it is intended to light it up also about the beginning of May next, of which due notice will be given to the public. It is intended to make it a fixed white light on the Diaptric system, and it will probably be visible a distance of 16 or 20 miles.

A new lighthouse is now being built on Fishing Point at the entrance of Pugwash

Harbor, County of Cumberland, Nova Scotia. It is intended to light it up about the 1st May. It will be a revolving white light on the Catoptric system, and will shew a distance of about 16 to 20 miles in clear weather. Arrangements have been made for placing a beacon light in St. Ann's Harbour, Cape Breton, which will be constructed and maintained at a very small expense, and will be of much service to the local Marine interests of that locality. It will be lighted up in the Spring.

A beacon light has recently been erected at Cox's Point, Grand Lake, Queen's County, New Brunswick. It will be lighted up on the opening of navigation in the Spring. It will shew a distance of 10 miles down the lake, and will be very useful to steamers and other lake craft running in these waters.

While many of the lights on the seaboard have been very much improved during the last eighteen months, by having superior lighting apparatus put in them, and while a considerable number of new lights and steam fog whistles have been constructed in the Maritime Provinces, which will do much to render the navigation of the coasts and the Gulf of Saint Lawrence more safe than they have ever hitherto been, the improvement of the navigation of the inland waters, on which Canada depends so much for her material prosperity, has been a subject of much anxiety to this Department. Many of the old lights have been very much improved in their character, and a number of new ones have been erected more particularly in the Georgian Bay, which is the great highway between Ontario and the North West. A very fine light was erected in 1869, on Sulphur Island, at the head of Lake Huron, near the entrance of the Sault Ste. Marie, which has proved to be of great value to the steamers running up there. It is a fixed light on the Catoptric system, and can be seen a distance of 16 miles. It was lighted for the first time on the 25th October, 1869.

Another very fine lighthouse, with keeper's dwelling combined, was recently erected on Lonely Island, near the entrance of the Georgian Bay, lying directly in the track of steamers running between Collingwood and Sault Ste. Marie. It is a fixed white light on the catoptric system, elevated 195 feet above the level of the lake, and can be seen a distance of 20 miles. It was lighted for the first time on the 1st October, 1870, and has already been much appreciated by persons passing frequently in that locality.

A minor light was recently erected at Michael's Point on the south side of the Grand Manitoulin Island, Lake Huron. It is a fixed white light, consisting of a mammoth circular burner lamp without any reflecting apparatus, designed to shew a light all round a distance of ten miles, and was intended principally as a harbour light for the accommodation of the vessels frequenting Michael's Bay for lumber. The parties interested agreed to contribute one half of the cost of the erection. It was lighted for the first time on the 21st October, 1870.

Another lighthouse, intended principally for the accommodation of local interests, was recently erected on a small island near the entrance of Byng Inlet, Georgian Bay; but as the arrangements for the construction of this lighthouse were made before the passing of the Act authorizing this Department to construct lighthouses, it had no control over such arrangements. The proprietors of the saw mill establishment at that place offered to

the Government to defray one half of the expense of the construction of this light, and I understand they proceeded with the erection of it without waiting for plans or instructions from the Department of Public Works, which formerly had the superintendence of the construction of all public works, and after its completion my officers reported to me that the structure was unsatisfactory to them, and that they did not consider it safe during heavy gales of wind. On ascertaining this information, this Department immediately communicated with the Department of Public Works, the doubt as to the strength of the structure, and the parties were notified accordingly by that Department. The supervision and management of the building was then transferred by that Department, and placed in this one, but pending such additions to its strength as may be considered necessary, no portion of the expense of its construction, beyond furnishing the lantern and lighting apparatus, has been paid to them by the Government.

A good substantial lighthouse, with keeper's dwelling combined, was recently erected on a small island near the entrance of Parry Sound in the Georgian Bay. It shews an excellent light on the Catoptric system, is elevated 56 feet above the level of the water, and can be seen a distance of 16 miles. It was exhibited for the first time on the 3rd November, 1870. As this light was established partly for the accommodation of Messrs. Beatty & Co., merchants and mill owners at Parry Sound, they agreed to contribute one half of the cost of the building, which they did on its completion.

A new lighthouse, with keeper's dwelling attached, was erected lately on Pigeon Island, near Wolfe Island, in Lake Ontario. It shews a white revolving light, is elevated 46 feet above the level of the water, and can be seen a distance of from 12 to 16 miles in clear weather. It was lighted for the first time on the 1st November, 1870. The importance of this light can scarcely be over-estimated in guiding the mail and other steamers and lake craft into Kingston, and to the entrance of the River St. Lawrence. Reports have reached the Department of the satisfaction which its establishment has given to the shipping trading in that locality.

A very good minor light was recently established on Telegraph Island in the Bay of Quinte, Lake Ontario. The lighthouse and keeper's dwelling are combined. The light is a fixed white light, one shewing a distance of 12 miles, and is elevated 46 feet above the level of the water. It was lighted for the first time on the 12th November, 1870. Numerous applications and recommendations in favour of the establishment of this light had been made to this Department, and there is no doubt it will prove very useful to the local traffic of the Bay and the Belleville trade.

A new pier, with a lighthouse and keeper's dwelling built on it, was erected last winter at Lancaster Bar in the River St. Lawrence, near Lancaster, in the County of Glengarry. The light ship which was formerly stationed at that place was found to be partially rotten and unfit for further service, and it was considered advisable by the Department to erect a pier or crib, and have a light there, instead of procuring a new light ship. The present light is elevated 31 feet above the level of the water, and can be seen a distance of eight miles. It is a fixed white light on the Catoptric system. The cost of this pier and lighthouse was \$2,643. It was lighted for the first time on the 28th April, 1870.

A similar pier, or crib, with a lighthouse on it, was erected during last winter on Point Claire Shoal, about nine miles above Lachine. The former lighthouse was carried away by the action of the ice during the previous winter, leaving only a portion of the pier or crib remaining, and it is intended to protect the new lighthouse from a similar accident, by placing a pier or ice breaker about fifty feet in the front of it. This is a fixed white light on the catoptric system, is elevated about thirty-one feet above the level of the water, and can be seen a distance of about eight miles in clear weather. During the period between the carrying away of the old lighthouse and the building of the new one, a good temporary light was exhibited on the old pier. The cost of the new pier and lighthouse was \$3,157, and the light was exhibited on the new building on the 30th April, 1870, for the first time.

A minor light was recently erected at Way Shoal, on the north side of the Ottawa River, about 10 miles below the City of Ottawa. It is a fixed white light on the Catoptric system, elevated 35 feet above high water, and can be seen a distance of eight miles in clear weather. It was lighted for the first time on the 6th October, 1870, and has given much satisfaction, not only to the steamboat owners and proprietors of other craft running on the river, but also to the travelling public. This light was much needed, as there was only one lighthouse on the Ottawa River previous to this one being built; and others are still required to facilitate and assist the large trade, which is rapidly increasing, on this important river.

The wooden beacon on Stinson's Bar, near St. Andrews Harbor, New Brunswick, was carried away by the great tidal wave of October, 1869, and funds were voted last Session by Parliament for the purpose of replacing the old one. Tenders were invited for its construction, but none were within the amount voted by Parliament. An arrangement was subsequently made with responsible parties to construct the requisite beacon for \$1,000. It is expected to be finished by next spring; and, in the meantime, the contractors have undertaken to place a good pole-beacon on the spot where the old beacon stood, which will probably answer the purpose until the new beacon is in its place.

During last Session, the sum of \$5,000 was voted by Parliament for the purpose of constructing a lighthouse on Sable Island, situated in the Atlantic Ocean, about 100 miles from the Nova Scotia coast, and the Department is now making arrangements to have this important light constructed in the spring, or as soon after as the weather will permit. As the sand bars run out such a long distance from the island, the light to be erected there should be of the most powerful description, and it is proposed to use a Dioptric fixed white light, which will probably be seen a distance of 30 miles, as it will likely be elevated about 120 feet above the level of the sea.

The island is 22 miles long, and in order to give sufficient warning to vessels approaching the dangerous sand bars which are in its neighbourhood, the Department is of opinion that there should be a powerful light at each end of it, with steam fog whistles attached to these stations, so that in thick or foggy weather, when the lights could not be seen, the steam fog whistles would prove very useful in warning vessels approaching the island of their danger. Although a difference of opinion has long existed among sea-

faring men as to the advisability of placing lights on this dangerous island, owing to the risk which vessels might incur in running too near while trying to make it, still the weight of opinion among experienced mariners, appears to be strongly in favor of having both powerful lights and steam fog whistles placed on it : and in this view I entirely concur, as I consider it one of the most dangerous localities in the Dominion, and am of opinion, that both lights and fog whistles are urgently required there, for the safety of the numerous vessels which are constantly navigating in that neighbourhood.

LIGHTHOUSES ABOVE MONTREAL.

The total expenditure for the maintenance of the lighthouses, lightships, buoys and beacons above Montreal, extending from Lachine up to Lake Superior, including the cost of construction of the piers and lighthouses at Lancaster and Point Claire, for the fiscal year ended 30th June, 1870, was \$46,289 05, against \$42,306 for the previous year, and \$40,561 for the year ended 30th June, 1868. The increase in 1870, as compared with the two previous years, is accounted for by the fact, that the sum of \$5,801 was expended for the construction of the new works at Lancaster and Point Claire, to replace the old ones during the last financial year, and an additional lighthouse was put in operation during that period, besides considerable improvements were made in the lighting apparatus of several of the old lighthouses.

The amount voted by Parliament for this branch of the public service for the last fiscal year was \$46,434 and deducting the expenditure viz. :—\$46,289 05, leaves an unexpended balance of \$144 95, which reverted to the treasury. A balance of \$1,069 69, was retained by this Department at the close of the fiscal year, to meet certain outstanding claims, but it was subsequently ascertained that these only amounted to \$492 14, and the balance of the \$1,069 69, viz. :—\$577 55, has subsequently been paid in to the Receiver General.

The actual expenditure of the Department therefore, on account of this service was only \$45,711 50, instead of \$46,289 05, as shown in the Public Accounts, leaving an unexpended balance of \$722,50 of the amount voted by Parliament for the service alluded to.

In this district, there were on the 30th June, 1870, sixty-eight lights, of which four were floating, maintained by the General Government, under the direct control of this Department.

In addition to these lights, there are a number of harbor lights, maintained on the lakes by the local authorities.

On the 30th June last, the number of keepers employed to attend the lights managed by the Department in that district, was fifty-five, with six assistants.

The only change which has taken place among the keepers of the lighthouses in this division was at Presque Isle main light, where Mr. W. Swetman, an old public servant, retired on account of the infirmities of old age, and Mr. G. Simpson was appointed on the 28th January, 1870, to succeed him. At Sulphur Island, Mr. William Shepherd was appointed the first keeper of that new light on the 23rd October, 1869, at a salary of \$325, including fuel.

The lighthouse at Port Maitland in Lake Erie, was reported some time ago by the officers of the Department, to be much decayed, and in need of extensive repairs, and directions were given to have it shored up, to make it safe, until the repairs could be properly carried out. Tenders were invited by public notice, to repair it, but none were within the limit of the amount voted by Parliament, and the execution of the work had accordingly to be deferred until an additional vote can be obtained. The pier on which the lighthouse was built was very much decayed, and before doing anything towards replacing the old lighthouse, extensive repairs will have to be made on the piers. On the 19th December, during a heavy gale of wind, the old lighthouse was blown down, rendering it quite useless, and a new one must be built as soon as Parliament votes the necessary funds. No inconvenience resulted to the shipping on the lake on account of this accident, as the navigation had closed for the season. The old lighthouse was built and lighted up for the first time in the year 1848, and has therefore been in operation nearly 23 years.

At Gull Island, in Lake Ontario, the pier is very much damaged, and will require heavy repairs as soon as the weather will permit.

The oil and other supplies, for the fiscal year ended 30th June, 1870, were delivered in July and August of 1869, in the screw propellor, *City of London*, to the satisfaction of the Department.

The supplies for the fiscal year ending 30th June, 1871, were delivered in July and August of 1870, in the screw propellor, *Mary Ward*, but owing to an accident which happened to the steamer at the commencement of the trip, she was under the necessity of returning to the Lachine Canal for repairs. Some of the supplies were slightly damaged, and some delay took place on this account, but the service was eventually performed satisfactorily.

The lights in this division, are kept lighted until the close of navigation, which generally takes place about 1st December, and they are again lighted up in April, when the ice disappears, and vessels resume their business again on the lakes. Representations have been made, from time to time to the Department, that a light is very much required at Colchester Reef, Lake Erie, a few miles from the Canadian Shore, near the County of Essex. A light ship has been stationed at that place, during the last four years, and kept by the Messrs. Hackett, of Amherstberg, who, have depended for their remuneration on private subscriptions from owners and masters of vessels and Underwriters' Associations. Messrs. Hackett state that the contributions fall much short however of the expense of maintenance, and they have applied to the Government for assistance to maintain the light. As it appears important that this light should be maintained to warn vessels of the reef in that locality, I would suggest, that some assistance be given by the Government towards its maintenance.

TRINITY HOUSE, MONTREAL.

No change has taken place in this establishment since the date of my last Annual Report. The Trinity House is composed of a Master, a Deputy Master, six Wardens

and a Registrar, who acts as Treasurer, and keeps the records of the meetings, and transacts the general business of the Corporation, under the direction of the Board.

There are only two of these officers who receive salaries from the Government, the other gentlemen receive no remuneration for their services.

The other paid officers of the Trinity House are the Clerk, the Bailiff and the Superintendent of Pilots, who is, himself, an experienced Pilot, and who superintends the lighthouses, the placing of buoys and beacons in that part of the river between the line dividing Ontario and Quebec, at the one end, and Port Neuf at the other, under the jurisdiction of the Trinity House. The total amount of salaries paid to these five officers amounts to \$4,250 per annum.

The steamer *Richelieu*, owned by the Government, is used by the Trinity House for the purpose of visiting the lighthouses under its control, and placing and attending to the buoys.

In this district there are thirty-eight lighthouses and light beacons, three iron light ships stationed in Lake St. Peter to indicate the channel and seventy-seven buoys, the number of which is sometimes increased when the water is low.

The number of lighthouse keepers in this district is twenty-six, with three keepers of light ships, and three assistants, making thirty-two keepers and assistants.

In some cases there are two lights under the charge of one keeper.

The lights managed by the Trinity House, Montreal, are river lights of a minor description, and are attended to principally by the inhabitants or farmers on whose lands they are situated, at very small salaries, ranging from \$7 to \$30 per month according to the importance of the lights and the labour in keeping them.

My Deputy accompanied the officers of the Trinity House last season while making their annual inspection of the lights and buoys in the river, and he reports to me that he found all the lighthouses in the district very well kept and economically administered, although the description and quality of the lights used might very advantageously be improved, with reference to the increasing importance of the trade on the river, and the valuable class of vessels and cargoes now running to and from the Port of Montreal. His suggestions have been adopted by the Trinity House at some of the more important lighthouses and illuminating apparatus of a superior description, giving a much more powerful light, has been substituted for the old lights, much to the satisfaction of captains, officers and pilots of the steamers running on the river. The amount expended by the Trinity House, Montreal, including the salaries of their officers, the lighthouse keeper, Captain and crew of the steamer *Richelieu*, maintenance of the lights, buoys and steamers during the financial year ended, 30th June, 1870, was \$21,699 49, against \$25,762 54 in the previous fiscal year, and \$23,053 53 for the year ended 30th June, 1868. The amount voted by Parliament for this service for the year ended 30th June, 1870, was \$22,550, leaving an unexpended balance of \$854 75, which has been paid into the credit of the Receiver General. The number of branch pilots under the jurisdiction of the Trinity House, Montreal, on the 30th June, 1869, was twenty-six, and on the 30th June, 1870, twenty-seven, two having died in the interim, and three having been

added to the list. On the 31st December, 1870, there were thirty-three on the active list. Complaints are sometimes made by ship masters and others to the Trinity House against pilots, either for want of care, or for negligence in the performance of their duties, and on such occasions the complaints are investigated by the Board, who exercise judicial authority in such cases. A serious case of neglect of duty on the part of a pilot was brought under the notice of the Trinity House during last season, and on the complaint of the the master of the vessel, the matter was investigated by the Trinity House, and the pilot was deprived of his branch or certificate, and forfeited his pilotage. The vessel alluded to was the screw steamer *Bolivar*, bound on a voyage from Montreal to Pictou. On the 9th June last, she left her wharf in charge of Augustin Naud, a branch pilot for the river St. Lawrence, between Montreal and Quebec, and while opposite the City of Montreal, was run aground on a rock, near St. Helen's Island, entirely beyond the line of deep water, and out of the general course of ships leaving the harbour, thereby sustaining serious damage. The vessel was subsequently raised, and taken down to Quebec, and repaired. The Trinity House reported to the Department, that Mr. Naud had always been known as one of the best pilots, and a most careful and sober man.

The President and Council of the Board of Trade of Montreal requested the Department to give the necessary directions to the Trinity House, Montreal, to furnish the Board of Trade with full particulars of the accident, and also of the depth of water on each side of the rock or shoal, where the casualty occurred, their object being to bring the particulars under the notice of the Harbour Commissioners, so that the rock or shoal might be immediately removed, and the navigation of the St. Lawrence rendered as safe as possible in view of Canadian forwarders and shippers competing with their rivals in the United States for the carrying trade of the West. The request of the Board of Trade was immediately complied with, and when the particulars were furnished, publicity was given by them to the case, so as to prevent, if possible, any injurious consequences to Canadian Commerce, which might result from this or similar accidents, arising mainly from the negligence of the pilots.

The number of officials employed in connection with the Trinity House, Montreal, on the 30th June, 1870, was as follows, viz :—

The Master, Registrar and Treasurer, Superintendent of Pilots, Clerk, Bailiff and Messenger	5
Light keepers, including keepers of light vessels.....	29
Assistants on light vessels, Captain and crew of Steamer <i>Richelieu</i>	9
Harbor Master, Sorel.....	1
Number of persons.....	44

TRINITY HOUSE, QUEBEC.

This Corporation has continued to exercise its functions as formerly up to the present time, and has managed and superintended all the lights, buoys, beacons and provision

depôts in the District over which it exercises supervision, extending from Port Neuf, thirty-eight miles above Quebec, to the Gulf of St. Lawrence and the Straits of Belle Isle, with the exception of the new lights which have recently been erected and put in operation at Bird Rocks, Seven Islands, and Montée du Lac.

An Act was passed last Session, intitled "An Act to amend the Act, relating to lighthouses, buoys and beacons," 33 Vic., cap. 18, which transferred the management of all the lighthouses, light ships, buoys and beacons in the District alluded to over to this Department, but it was not considered advisable to make any change in the mode of managing them, in the middle of the season, in case it might have interfered with the efficient working of these important services at a time when they were most required.

At the close of the season, however, when the navigation had closed, the Government placed E. B. Lindsay, Esq., the Clerk of the Trinity House, on the superannuation list, with an allowance of \$207 20 per annum, after a long and faithful public service of nearly thirty-nine years. As Mr. Lindsay is so well known to the mercantile community of Quebec, with whose interests he has been identified for such a length of time, it is scarcely necessary for me to add any testimony as to his worth and value as a public servant, beyond stating that during the period that he has been connected with this Department, he has well and faithfully performed his duty, and I am quite sure that he carries with him to the retirement of private life, the esteem and respect of all those with whom he has been officially connected. Mr. Lafleur, the Water Bailiff of the Trinity House, was at the same time placed on the superannuation list after a public service of thirty-six years, with an allowance of \$472 50 per annum. Mrs. Angèle Martel, the housekeeper of the Trinity House, was also at the same time placed on the superannuation list, after a service of nearly eighteen years, with an annual allowance of \$151 20.

It is not proposed to replace these officers, as the object is to reduce the staff and expenses of the Trinity House (in accordance with the Order in Council, dated 11th February, 1870), the reduced duties which it will be required to perform under the new arrangements, when the management of all the lighthouses, buoys and beacons, will be assumed by this Department, not requiring such a large and expensive staff.

It is now proposed to continue the Trinity House on a reduced scale, for the purpose of attending to all pilotage matters connected with the Lower St. Lawrence, Harbor Master's duties and other questions relating to shipping as provided for by law.

The Harbour Master will still continue the functions of his office, and will also be a member *ex officio* of the Board.

It is proposed that the members of the Trinity Board at Quebec, will consist of the following mentioned officials:—

The Master ; salary, \$1,000

The Harbor Master \$1,600.

The senior Superintendent of Pilots \$1,200.

Six Wardens without salary.

There will also be a Clerk and Treasurer ; salary, \$1,600.

Assistant Clerk and Clerk to Harbor Master, \$1,200.

Assistant to the Harbor Master, \$400.

It is also proposed to reduce materially the contingencies of the Corporation, including rent, &c.

The services of the junior Superintendent of Pilots will not be required at the Trinity House under the new arrangement, but will be utilized by the Department in connection with the administration of the lights, buoys and beacons.

The expenditure on account of salaries of Trinity House officers and employees during the fiscal year, ended 30th June last, was \$11,613 23, and the contingencies, including rent, amounted to \$2,075 59 ; the salaries of the lighthouse and provision dépôt keepers amounted to \$11,284.39 ; maintenance, of lights, lightships provision dépôts, Gaspé Harbor, buoys and beacons (including \$679 19 for the construction of six new beacons, without lights between Capé Rosier and Father Point), \$3,202 47 ; expenses connected with the harbor master's office, the wreck of the *Glanmore*, and miscellaneous charges, \$1,272 62 ; removing the wreck of the *Preciosa*, \$2,350 07, making a total expenditure of \$46,759 87.

The amount expended for the ordinary services of the Trinity House, Quebec, for the last fiscal year (not including expenditure for removal of the wreck *Preciosa*, and the construction of the new wooden beacons, for which there were special votes), was \$43,730 61, against \$41,651 73 for the previous year, and \$45,615 65 for the year ended 30th June, 1868.

The increase of expenditure of last year, as compared with the previous year, is accounted for by the fact that at the close of the fiscal year, ended 30th June, 1869, there were a number of liabilities remaining unpaid for the want of funds, the vote having proved insufficient to meet the liabilities, and they were consequently provided for from funds voted for that purpose the following year, which increased the apparent expenditure of that year.

The amount expended during the last two years, is, however, very much less than during the year ended 30th June, 1868.

The number of lights in this division on the 30th June, 1870, was twenty-four, including the new light at Paspébiac ; but some of them are river lights of a minor description ; twelve of them are fine sea lights of a high class.

During the latter part of 1870, three more lights were added, viz : Bird Rock, Seven Islands and Montée du Lac, so that the number of lights in operation in this division at the close of navigation, was twenty-seven.

Several of the minor lights in the river, under the jurisdiction of the Trinity House, Quebec, have been much improved during the later part of 1870, more powerful apparatus having been substituted for the old lamps.

There are seven more sea lights, some of which are now nearly completed, and a new light ship to be put in operation in this division early next season, which will make the number thirty-five, of which twenty-three will be sea lights, nearly all of a very high class.

The number of keepers on 30th June last, to attend to the twenty-four lights then in operation, including the floating light at the Traverse, was twenty-four, with seventeen assistants and gunners for the signal gun, exclusive of the crew of the light ship, and the two keepers of the provision dépôts on the Island of Anticosti.

There are no steam fog whistles at present in this division, although much required during foggy weather.

The two now being constructed, one for the light ship at Red Island Reef, and one for South Point of Anticosti, will increase the safety and greatly improve the navigation of this important section of the Dominion.

In the preceding report of this Department, it was stated that the wreck of the barque *Preciosa*, which was sunk in the River St. Lawrence, near the south shore of Hare Island, had been removed, and that the wreck of the barque *Glanmore*, which was sunk near the Quarantine Station at Grosse Isle, on the south eastern end of Margaret Island shoal, still remained, but that a light was kept on one of the ship's masts to warn vessels from approaching it. The sum of \$2000 was voted by Parliament last Session, for the purpose of removing it, and a contract was made accordingly with Messrs. Rousseau and Patterson to remove it for \$2,500. The Department has been informed that the contractors have partially succeeded in their undertaking, and as soon as the weather will admit of it, an examination will be made, for the purpose of ascertaining whether the wreck has been completely removed, or whether any portion of it still remains. The amount voted by Parliament for the removal of the *Preciosa* was \$3,000, and the total expenses connected with the service was \$2,350 07.

On the 5th January, 1871, Mr. Edward Simard was appointed keeper of the light-house recently erected at Montée du Lac, at a salary of \$200, including all allowances, but no permanent appointments have yet been made by Government of keepers at Bird Rocks and Seven Islands, both these stations having been attended to by temporary keepers.

The sum of \$800 was voted by Parliament, in 1869, for the erections of wooden beacons between Cape Rosier and Father Point, and six large wooden beacons of different shapes were erected accordingly during the summer of that year, at a cost of \$679 19. These beacons were considered to be very necessary by the owners of steamers and other vessels running in the St. Lawrence, on account of the difficulty of distinguishing the land on the bank of the river, as it has very much the same appearance for many miles below Father Point.

The attention of the Department was called last summer to a custom which had existed for some time past, of firing complimentary guns at the island of Belle Isle, when the Ocean Mail steamers passed out and in the straits, in addition to the guns which the keepers are required to fire during thick or foggy weather. As the custom was objectionable, inasmuch as the captains of the steamers were not aware whether these guns were intended as complimentary or as signals to intimate the desire of the keeper to communicate with the steamers the necessary directions have been given to keepers to discontinue this practice, and only to fire guns when they wish to communicate with the passing steamers, or in foggy weather.

The number of pilots on the active list, under the supervision of the Trinity House, Quebec, on the 30th June, 1870, was 235; and on the 31st December, 1870, 239; and during the year ending 31st December, 1870, eleven pilot apprentices, who had passed

the required examination were admitted as branch pilots for the River St. Lawrence, for and below the harbour of Quebec. The annual statement required by the act 12 Vict., cap. 114 to be laid before Parliament, relative to the Decayed Pilot Fund, for the year ended 31st December, 1870, will be seen in the appendix to this report, (marked 15).

At that date the state of the fund was as follows:—

Money lent and invested	\$57,972 02
Interest due.....	1,280 40
Cash in treasurer's hands.....	3,139 01
	<hr/>
	\$62,391 43
Deduct arrears of pension due.....	246 20
	<hr/>
Balance to the credit of the fund.....	\$62,145 23

The number of infirm or decay pilots on the list, at the present time, is thirty-eight. The pensions allowed them range from \$40 to \$120 each, and the annual amount of such pensions is \$3568.

Ten pilots were relieved out of the fund to the extent of \$584. There are eighty-eight widows of Pilots on the pension list, ranging from \$40 to \$80 each per annum, amounting in the aggregate to \$5,908; forty-one children of pilots receive pensions, ranging from \$10 to \$48 each, amounting to the sum of \$852. The total amount of the pensions' list on the 31st December, 1870, was \$10,328.

The amount actually paid to these persons, during the year 1870, was \$10,675 38. The expenses connected with the management of the fund was \$683,18, including the sum of \$440 paid the treasurer as an allowance for a clerk. The loans and investments amounted to \$9,836 27, and cash in the treasurer's hands \$3,139.01; the receipts of the fund for last year amounted to \$24,333 94, including poundage received from pilots \$7,158 27, fines \$292, interest on investments \$13,846 54, and balance in the treasurer's hands from last year \$3,037 03.

LIGHT HOUSES AND COAST SERVICE IN NEW BRUNSWICK.

This service in New Brunswick is managed by an agent, resident at St. John, under the immediate direction of the Department at Ottawa. There is also a superintendent who inspects the lights, buoys, beacons and marine hospitals. These officers receive \$1,200 per annum each. In this district there were, on the 30th June, 1870, thirty-three lights, seventeen of which were good sea lights, and sixteen beacon, river, or harbour lights. The lights at Dalhousie and Caraquette were lighted subsequently to the 30th June, 1870, so that at the close of navigation there were thirty five lights in operation in New Brunswick, viz.: nineteen sea lights and sixteen beacon lights. The light at Cape Jourimain, in Westmoreland County, was exhibited for the first time on the 15th May last, and is a good sea light, visible in clear weather a distance of sixteen miles. On the 1st April last,

Mr. John Bent was appointed keeper, at a salary of \$200 per annum. The total expenditure on account of this light during the last fiscal year was \$3,383 98, but since then some additional payments have been made which will appear in the accounts for the current year.

In this District there were, on the 30th June last, twenty-seven keepers and two assistants to attend to the thirty-three lights in operation then.

The lights on the north shore of the Province and on the River St. John, are extinguished during the winter months when the navigation is closed.

The keepers of the six beacon lights on the river St. John receive a salary of \$80 each per annum. These river lights have been found to be of great service to the passenger steamers and vessels on that river.

The total expenditure during the last fiscal year, on account of the new lighthouse on Machias Seal Island, which was built to replace the old one, was \$3,303 68.

This includes the cost of some repairs to the old lighthouse tower, which still remains, but does not include the cost of the Dioptric apparatus which was in store. This has been found to be a most valuable light, and has been reported to have been seen a distance of upwards of thirty miles.

At this station there are two lighthouse towers, so as to enable mariners to distinguish the light at that station from any of the lights in the neighborhood. Both towers were very much decayed, and in 1869 one of them was taken down, and a new one erected with a powerful Dioptric light, exhibited on it at a greater elevation than the remaining old one—the illuminating apparatus of which is not nearly as powerful as the new one. The new light is therefore seen at a much greater distance than the old one, and the Inspector of Lights in the New Brunswick division, has reported to the Department that vessels entering the bay, unless sure of their position, are liable to mistake the singlenew light when first seen for the West Quoddy light, which is an American one of the same class. As soon as circumstances will permit, I am of opinion that it will be very desirable to replace the remaining old light with a new one, as powerful as the one recently erected there.

The total expenditure during the last fiscal year, on account of the new steam fog whistle recently erected at Point Lepreau, including buildings, dwelling for keeper, digging well and outfit, was \$3,701.60, the amount voted for the service was \$3 800, leaving an unexpended balance of the vote of \$98 40.

This fog whistle has been of great assistance to the passenger steamers running between St John and ports on the American frontier, and has conduced much to the safety of large numbers of passengers, who are constantly passing in close proximity to it during all seasons of the year. The Pilots and masters of vessels speak in the highest terms of it. Mr. J. Christy was appointed engineer of this steam whistle on the 26th November, 1869, with a salary of \$400 per annum, and continued to discharge the duties connected therewith until the 31st March last, when he resigned his situation, and Mr. J. H. Crosby was appointed in his place, at the same salary. There is only one engineer at this station, and he is relieved during a long continuance of foggy weather by the lighthouse keeper, for a sufficient length of time to enable him to obtain rest.

The old light at Escuminac, at the entrance of Miramichi Bay, was found to be of an inferior description, and in September, 1869, it was taken down and replaced by a powerful Dioptric light of the third order, which was in store. The cost of the alterations and fitting was \$1,330 54. The new light has given much satisfaction, and a report has reached this office that it has been seen clearly a distance of twenty-five miles; it is a great improvement on the old one, as being much more powerful, and of a different class, it is not so liable to be mistaken for the light on the North Cape of Prince Edward Island, which is reported to have occurred with the old light.

In this District there are now Dioptric lights at six stations, viz :—Escuminac, Richibucto, Cape Enrage, St. John Beacon, Gannet Rock, and Machias Seal Island.

At Richibucto and Gannet Rock, the light will be much improved during the coming season by the substitution of a more brilliant lighting apparatus than exists at present at these places. It is also proposed to improve the light at Partridge Island, which is on the Catoptric system, by the substitution of more powerful lamps, as it is one of the most important lights in the Dominion, situated as it is at the entrance of the harbour of St. John, which is now visited annually not only by a large fleet of sailing vessels, but by many ocean steamers bringing valuable cargoes of goods.

The steam fog whistle at this station is the first one of the kind established in British-North America, and has given much satisfaction to those interested in the steam navigation of the Port of St. John. There is a spare boiler kept here, in case any accident might happen to the one in use, and there is an assistant engineer to relieve the engineer in case of long continuous fogs, which frequently prevail in the neighbourhood of the island. A small steam engine was recently procured for this station, for the purpose of sawing wood and hauling up wood and water. The distance from the landing to the engine and wood-house is 1,050 feet up a steep incline, on which a wooden railway track is laid, and this arrangement has been found to be of great service in bringing up the supplies from the landing. During the storm, which occurred in October 1869, when the tidal wave destroyed so much property in that locality, the landing stage and steps were swept away, and they have since been replaced and made as strong as possible. The superintendent strongly recommends that a pier or breakwater should be built there: if this was done, small vessels could approach it, and discharge fuel and other supplies for the lighthouse, fog whistle and emigration authorities, who keep an establishment on the island. In case of shipwreck during very stormy weather, a boat could be launched from such a pier or wharf to render assistance, which they cannot do now.

The damage caused by the tidal wave to the beacon lighthouse inside of Partridge Island, has been all repaired, but the Superintendent is of opinion that the block and tower should be raised six feet higher, to guard against any similar accident. On the occasion of the tidal wave the sea swept over the block, tearing away the shingles and boards of the lower story of the tower, leaving the upper story and lantern standing on the frame, and in order to save himself, the keeper had to take refuge in the lantern

until taken off next day. He gave up his situation on that occasion, and Mr. Elijah Ross (one of the Paris crew of boatmen), has been performing the duties of lighthouse keeper at the beacon, since the 12th October, 1869.

Mr. Thomas Kerr was appointed keeper of the new lighthouse on Caraquette Island, on the 20th May, 1870, at a salary of \$200 per annum.

The following appointments were made for the new Miramichi lights, on the 23rd October 1869, viz:—Francis Russell, keeper of the two light beacons at Grants, \$100 per annum; Thomas Coughlan, keeper of the two light beacons at Oak Point, \$100 per annum; T. Lewis, keeper of the two light beacons at Preston Beach, \$100 per annum. George Davidson, keeper of the lighthouse at Portage Island, \$200 per annum.

The buoys and beacons are maintained in New Brunswick at the expense of the General Government at the following named places, viz.: Miramichi, Caraquette, Richibucto, Shediac, St. George, Bathurst, St. Andrews, Shippegan, Buctouche, Campbelton, Cocaigne, Bay Verte, and St. John. The amount expended during the year ended 30th June, 1870, for this service was \$3,711 20. Previous to confederation, this service was maintained by a tonnage duty on shipping, but no dues are now exacted for its maintenance.

The total expenditure in the Province of New Brunswick, on account of Light Houses and Coast Service, including buoys, beacons and steam fog whistles, during the last year was \$27,485 14 against \$23,893 for the previous year. The increase was principally owing to the great damages sustained at many of the lighthouse stations in New Brunswick by the tidal wave in October, 1869, and the heavy repairs which became necessary in consequence thereof. The amount voted by Parliament for this service was \$24,614 in the ordinary estimates for the year ending 30th June, 1870, and \$2,666 in the supplementary estimates for the same year, and a re-vote of \$800 for beacons in the St. John River, making altogether the sum of \$27,880, leaving an unexpended balance of \$394 86.

A signal station is maintained at Partridge Island, at the entrance to St. John harbour, for the purpose of communicating the arrival of vessels in the bay to persons in the city, who may be interested in shipping, but no expense is incurred on this account, beyond the cost of flags, as the duty of signalling is performed by the engineer of the steam fog whistle and his assistant. The signals now used at this station, and which were adopted on the 1st August last, are the international commercial code of signals, which have been adopted by the British Government, and some of the principal maritime states in the world. No tax is imposed on shipping for the support of this service at St. John, although a tax is levied on shipping entering Halifax Harbour for the support of this service there, which is maintained at a considerable expense.

Several applications have reached the Department to establish a repeating station in the City of St. John, so that the signals could be interpreted and the names of the vessels arriving in the bay could be recorded in a book to be kept for the purpose for the information of the mercantile community, and the subject is now under consideration. It appears to the Department that as the Government has established the signal station at Partridge

Island, with all the necessary signal flags for the new system, that the ship-owners and merchants of St. John, who are interested in the matter, might reasonably be expected to make the necessary arrangements among themselves to make a record in the city of the signals hoisted from time to time at the station on Partridge Island.

NOVA SCOTIA LIGHTS.

The number of lights in this District in operation at the close of the last financial year was sixty, and by the close of the calendar year another one had been added to the list, viz: the light at Sissiboo, in the County of Digby, making sixty-one now in operation while four new ones will be ready for lighting in the spring, viz: one at Main à Dieu on the west end of Scattarie Island, one at Ingonish Island, in the County of Victoria, Cape Breton; one at St. Ann's Harbour, in the same County, and one at Pugwash in the County of Cumberland.

The number of keepers appointed to attend to the sixty-one lights now in operation is sixty-one, and there are no assistant light-keepers in Nova Scotia.

In addition to these lights there is a powerful steam fog whistle on Cape Fourchu at the entrance of Yarmouth Harbour which has been of much service to the shipping frequenting that locality, as the fogs are sometimes exceedingly dense there, rendering the light almost useless during their continuance. There is also a powerful steam fog whistle at Seal Island, already alluded to, the total cost of which, including buildings and other fittings, has been \$4,496 56, and at Sambro Island, near the western entrance of Halifax Harbour, there is one of Daboll's Fog Trumpets, which is operated by means of a caloric engine. It has been so frequently out of repair during the last year that public notice was given in July last that it had been discontinued. A similar fog trumpet existed at Cranberry Island, at the south-east entrance of the Straits of Canso, but it has been so frequently out of repair that it was considered advisable to discontinue it and erect a powerful steam fog whistle in its place. It is expected that the new fog alarm will be in operation early in the spring, until then no fog trumpet will be sounded at Cranberry Island. Both these Daboll fog trumpets were put in operation on the 20th September, 1865, at an expense to the Nova Scotia Government of \$8,479, and although they appeared to work tolerably well for the first two or three years, since then they have been constantly breaking down and requiring repairs, rendering them, on account of the uncertainty of their operation, most unreliable and dangerous guides to mariners in foggy weather. It is proposed by the Department to remove the one at Cranberry Island and place it alongside the one at Sambro Island, so as to have the additional security of a spare one to work with in case the one there should break down at any time.

At St. Paul's Island, which lies in the south-west entrance of the Gulf of St. Lawrence, right in the track of vessels entering the Gulf by that passage, there are two very good Dioptric lights which were erected by the British Government in 1839. The one at the north-east end is a fixed white light, situated on a small island or rock, separated from the main island by a channel nearly fifty feet wide. The other light is revolving, and is

situated at the south-west end, a distance of nearly three miles from the one at the north-east end. At this light a bell is rung by machinery during foggy weather, but in stormy weather it is not easily heard a short distance off, and as the bell is old and the machinery much worn, the Department is recommended by some of its practical officers to dispense with the bell altogether, as by keeping it there it might induce mariners to place some dependence on their hearing it. As this entrance to the Gulf is generally used by sailing vessels bound from Europe to the River St. Lawrence and ports on the north shore of New Brunswick, and as the Island of St. Pauls lies nearly in the middle of this gateway, and is frequently surrounded by dense fogs during the summer months, sometimes causing serious wrecks to occur there, it appears very desirable that a fog alarm of superior power to a bell should be placed in that locality as soon as possible, and I would suggest that a powerful steam fog whistle should be erected on the Island so as to warn vessels of their proximity to its shores, which are rocky and precipitous, the surface of the island rising from 200 to 450 feet above the level of the sea, while a heavy surf usually breaks around it. When a vessel once strikes these dangerous rocks she generally goes to pieces in a very short time.

On the 3rd April, last a small schooner drifted on the rocks and went to pieces. It is supposed the crew must have been washed off before she struck.

On the 16th June last, the ship "Devonshire" was wrecked on the island, but the crew and nearly all the materials of the ship were saved.

On the 11th June last, the Norwegian ship "Scandinavian" became almost a total wreck, and the crew and a few of the materials were saved.

On the 4th September last, the ship "Rajahgopaul" was wrecked on the island during a dense fog, and went to pieces in a few minutes, the crew having been saved by the staff of the Humane Establishment, when in a complete state of exhaustion.

On the 7th September last, the barque "Wild Wave" was also wrecked there, having been run ashore to save the lives of the crew; she went to pieces in a short time.

In addition to the lighthouse stations on the island, the Government has maintained a humane establishment there, consisting of a superintendent and four men, with suitable buildings for the accommodation of shipwrecked crews, and a supply of clothing and provisions, and it is to this establishment that many of the persons who have been wrecked on that dangerous island probably owe the saving of their lives. This establishment is situated about the middle of the island, on the east side, and until recently there were no roads for communicating with the lighthouse stations at each end. Shortly after this Department was organized the superintendent of the humane establishment was directed to employ his men, when not engaged in saving life and property, in making roads to the lighthouse stations at each end of the island, and from the humane establishment on the east side to the west side, so as to enable him to keep up constant communication with the lighthouses and afford facilities for shipwrecked crews to proceed to the humane establishment for shelter. My Deputy visited this island, as well as the other humane establishments, and some of the lighthouses in Nova Scotia during last summer, and he reports to me that Mr. McNeil, the superintendent, promptly and efficiently carried out

the views of the Department, and has succeeded in making a tolerably good road across the island, and has commenced to make one to the north-east end, which will, when completed, be of the greatest service in enabling him to visit and inspect the lighthouses, and will also be the means of enabling shipwrecked mariners to find their way to the humane establishment on the east side if they happen to be wrecked at a distance from it on the north, west or south sides. With this improved system of communication between the different parts of the island, by which the staff can more easily visit the respective shores of the island on land than in boats, the Department was of opinion that the time had arrived when a reduction in the staff could be made without by any means impairing the efficiency of the service. An opportunity offered of transferring Mr. Campbell, the lighthouse keeper at the southwest end, who had served there 21 years, to another station in Nova Scotia, which was vacant, and Mr. McDougall, at the north-east end, was transferred to the south-west end at his own request.

No new appointment was made to the situation thus rendered vacant, and the superintendent was directed to employ one of his men as keeper of the light at the north-east station, thereby making a reduction in the expenditure of the island of the salary of one keeper. The superintendent of the humane establishment has now been placed in charge of both lights in addition to his duties in connection with the humane establishment. If the detached rock or island at the north-east end on which the lighthouse is situated, could be connected with the main island, a still further reduction in the staff could probably be made without impairing the efficiency of the service. There is also a humane establishment on a limited scale maintained at Scattarie Island, which in former years has been the scene of a number of wrecks. The duties of lighthouse keeper at this station are combined with those of superintendent of the humane establishment, with a salary of \$820 a year, the superintendent being required to keep and pay two men out of his salary for the purpose of enabling him to man a boat and assist to save life in case of wrecks. In former years when there were no inhabitants on this island, such an arrangement as the present one appeared to be necessary, but now that a new lighthouse is to be established in the spring on the west end of the island, distant only five or six miles from the lighthouse at the east end, and several fishermen with their families have settled on the island between the two lighthouses, it appears to be doubtful whether it is any longer necessary to maintain a humane establishment at this station anymore than at numerous exposed lighthouse stations on the coasts of Nova Scotia. In the event of any wrecks taking place in future on this island, there would be a lighthouse keeper with his family at each end, and several families residing in the intervening distance between the two lights so that there would not probably be any difficulty in procuring the necessary assistance or shelter for shipwrecked crews. No wrecks have occurred on this island during the past year.

At Seal Island, on the south-west coast of Nova Scotia, the keeper of the light has, previously to the operation of the fog whistle there, been allowed a small sum to retain the services of a boatman to assist him in saving life in case of any wrecks occurring on the island, as vessels have frequently been wrecked in that neighborhood, but as the former

light which was not sufficiently strong has been replaced by a powerful Dioptric light, and a very superior steam fog whistle has also recently been erected there, it is not probable that wrecks will so frequently occur in that locality in future, and the services of the assistant have been discontinued. There are now two officers of the Government to render assistance in cases of shipwreck, viz.: the lighthouse keeper and engineer.

A small sum is annually allowed to maintain boats at Seal and Mud Islands in case any wrecks might occur there, but the cost of keeping up these small humane establishments is very trifling.

At Sable Island the humane establishment consists of a superintendent and fourteen of a staff. As many of the buildings needed repairs, and some required replacing, a carpenter was sent down last summer as one of the staff to be maintained on the island. It is probable that this will be found an economical arrangement, as there will be sufficient work to be done to keep a carpenter employed during the whole year, which will be better than sending down several mechanics occasionally to put the buildings in repair at a considerable expense. A new house of refuge at the west end is now being erected, as the old one is much decayed and is nearly buried in sand. A new barn is much required at the east end station to accommodate the increased stock which it is proposed to keep there. It is also proposed to erect a dwelling and suitable outhouses and barns about four miles to the eastward of the main station where there is good vegetation.

My Deputy visited this island last summer, and, along with the superintendent, examined the different stations and portions of the island. He reports to me that the long narrow sand-bank on the south side of the salt water lake is being gradually washed away, and in several places the sea is making breaches through it and washing into the lake. While the south side appears to be washing away, new land appears to be making on the bar at the east end, and vegetation is commencing to appear on it. Since his visit there the flagstaff and some of the buildings of the south side station have been washed away by the action of the sea, and it is doubtful whether that station can be maintained in future. It is probable the keeper will have to be removed with his family to the new station, proposed to be erected between the main station and the station at the foot of the lake. The island, which is about twenty-two miles long, and one mile wide at the widest place, is composed of white sand and has no trees or shrubbery growing on it, and it is very important, in the interests of navigation, that it should be preserved and protected as much as possible, as it is not nearly so dangerous in its present state as it would be if it was much decreased by the action of the sea. It would be a valuable addition to the safety of vessels passing in the neighborhood of the island, if it could be covered with trees, so as to make a land mark which could be distinguished by vessels a long way off. If a large supply of trees could be cultivated on the island they would assist materially in keeping it from being washed away, and would tend to prevent the sand from being blown about from place to place, as is the case at present. They would also form good shelter for the cattle on the island. Arrangements are now being made to send down a large supply of shrubs, willows, and young trees of different kinds, suitable for that sandy soil,

and the experiment will be tried next season whether they can be cultivated there. The only vegetation on the island, with the exception of small vegetable gardens and a little timothy grass, attached to the stations, is coarse rank grass and a species of wild pea, which grows very abundantly in some parts of it. The wild horses or ponies, of which there are between 300 or 400, and the cattle on the island, feed, to a great extent, on these wild peas, and in the summer rapidly regain the flesh which they had lost in winter. The only food which these wild horses have in the winter is the dried herbage on the ground, which they pick up by scraping the snow off with their feet, and they have no other shelter than the sand hills to protect them from the violent storms and gales which sweep over that desolate island in the winter months. As it appears to be exceedingly inhuman to keep these poor animals in such a wretched condition, without proper food and shelter, during the inclement season of the year, it has been decided to bring them off the island, as soon as it can be arranged, and dispose of them on the main land, with the exception of such as may be required for the island staff. In place of these, it is proposed by the Department to raise a larger supply of cattle than has hitherto been maintained on the island, so that sufficient animal food may be always at hand without having to send down, as has hitherto been the case, large supplies of salt beef and pork with which to feed the staff and any shipwrecked crews who may happen to be landed there. During the summer the number of cattle on the island was about thirty, but in the fall an additional stock was sent down, so as to increase the number and improve the character of the stock. The stock sent down on that occasion consisted of two young bulls, twelve young heifers, six pigs, twelve sheep, and a pair of well-broken oxen, the latter being necessary for agricultural purposes. There seems to be a description of black loam or soil in the neighborhood of the east end station and the fresh water ponds, and efforts will be made to utilize such advantages as may exist on the island. In the event of the views of the Department being carried out with reference to the erection of large lighthouse towers at each end of the island, care will be taken that they are built in such a way as to afford sufficient room for the temporary accommodation of any crews of vessels which may happen to be shipwrecked in the neighborhood, until they can be sent to the main station to be boarded and lodged in the houses of refuge there. Each of these towers will, therefore, answer the purposes of a lighthouse, a house of refuge, a flagstaff or look-out, giving a view over nearly the whole island, and a day-beacon, which will be seen by vessels a considerable distance off, long before the island itself be visible. They can be maintained at a very trifling expense, as the services of the superintendent and staff will be utilized in keeping the lights in operation, and thereby avoid the necessity of maintaining additional lighthouse keepers.

The superintendent reported three wrecks on the island during the last year. On the 4th February, 1870, he reported the loss of the *Kate Cleather*, of Liverpool, having been wrecked on the north-east bar, and the vessel having broken up and gone to pieces; none of the crew were seen. On the 24th February, the bark *M and E Robbins*, of Yarmouth, N.S., was wrecked on the south side of the island, near the south station, between 8 and 9 o'clock in the evening, it being dark at the time. The chief officer and a seaman were drowned, and

the vessel soon afterwards broke up. Her cargo of peas, valued at \$22,000, was completely lost. The superintendent and captain of the vessel were of opinion that if there had been a lighthouse on the island the vessel might have been saved, as the latter did not know he was near that place. The brig *Alecto*, of Prince Edward's Island, bound for Liverpool and Halifax with coals and salt, was also wrecked on the north-east bar, on the 25th May last; the crew, with the rigging, sails, and anchor, were saved. The cost of maintaining the humane establishment on this island, during the year ended 30th June, 1870, was \$6,083 16, including \$803 79, the cost of a new rocket apparatus. The British Government contribute £400 sterling per annum towards its maintenance. In addition to this contribution there is generally an average annual receipt of about \$500 from the sale of cranberries, and something from wrecked materials. The number of persons maintained by the Government on this island, on the 1st January, 1870, including the families of some of the staff, was thirty-four, and the number at present is about the same. The number of the staff is usually fifteen, including the superintendent. The Government steamers *Druid* and *Lady Head* visited the island six times during last year, and the last named vessel will probably make another trip about the end of February next, for the purpose of ascertaining whether any wrecks have occurred there recently. The chartered schooner *Ocean Traveller* visited the island twice, and the schooner *Ida E.*, also chartered, visited it during the year, making nine visits altogether. On the 3rd August last 22 ponies were sold at Halifax from the island, realizing \$446. The prices ranged from \$14 to \$25 each, and one sold at \$57.

The majority of the lights in Nova Scotia are rather of an inferior, inexpensive description, and are not generally as good as those in other parts of the Dominion, with the exception of the two dioptric lights at St. Paul's Island.

Nearly all the lamps and reflectors are small, with the exception of those which have been sent from Montreal within the last two years, which are large, powerful circular burner fountain lamps, on the air principle, which will consume even inferior oil without much smoking or crusting the wick. The bulk of the lamps used in the lighthouses in Nova Scotia are suitable for flat wicks, five eighths of an inch in diameter, with an illuminating power equal to $4\frac{1}{2}$ candles; a few lamps have larger flat wicks, equal to $6\frac{3}{4}$ candles. A number of new circular burner lamps, with an illuminating power equal to 27 candles, have been sent down from Montreal to be distributed among the Nova Scotia lighthouses, and it is proposed to substitute these large lamps for the small ones, now in use, at all the principal stations as soon as possible. The twelve-inch reflectors generally in use in the Nova Scotia lighthouses are also too small, and will probably be changed as soon as circumstances will permit.

The number of light keepers in this division during the last financial year was...	60
Number of persons employed at the Humane Establishment in addition to the light keepers	25
Engineers and Keepers of the fog trumpets at Seal Island, Yarmouth, and Sambro' ..	3
The lighthouse keeper, at Cranberry Island, attends to the fog trumpets at this station.	
Superintendent of lights	1

During the fiscal year, ended on the 30th June, 1870, the following changes took place among the lighthouse keepers in Nova Scotia. Mr. Joseph Mundell was appointed keeper of the light at Sand Point on the 18th October, 1869, at a salary of \$400 per annum, in the place of William Walsh, dismissed. On the 27th May, 1870, Mrs. Rathburn, the keeper of Horton Bluff lighthouse, died, and her son was appointed in her place, at a salary of \$250. On the 12th July, 1869, Mr. George Cann, keeper at Flint Island Station, died, and Mr. Benjamin Haney was appointed in his place on the 18th October, 1869, at a salary of \$400. On the 2nd August, 1869, Mr. Jacob Smith, keeper at Cross Island light, died, and Mr. Benjamin Rynard was appointed in his place, at a salary of \$460. On the 12th December, 1869, Mr. William Spencer, keeper at Spencer's Point station, died, and his son, Robert A. Spencer was appointed in his place, at a salary of \$100 per annum. On the 18th January, 1870, Mr. Robert Fraser, keeper at Beaver Island light, resigned his situation, and Mr. Norman Campbell, keeper at the south-west station, Saint Paul's Island, was appointed in his place, at a salary of \$420 per annum. By this arrangement, Mr. Campbell's place was filled up, and his salary at Saint Paul's will thus be saved in future.

The cost of maintenance of the buoys and beacons in Nova Scotia during the year ended 30th June, 1870, amounted to \$1,383 50c. Many of them, however, in the harbours and bays being for local purposes, are maintained by the Sessions of the Counties, but those placed for the benefit of the general navigation of the coast are maintained by the Dominion Government.

At Halifax harbour there are four signal stations maintained for the purpose of announcing the arrivals of vessels in the offing. These stations are at Sambro' Island, Camperdown, York Redoubt, and the Citadel Hill, and are all managed by the Imperial military authorities. The men in charge are generally artillerymen, selected for their intelligence and good conduct. They receive, through their commanding officers, some extra pay and allowances for the performance of this duty, and the extra pay and allowances paid to them is refunded to the military authorities by the Dominion Government. The amount thus paid during last financial year was \$1,469.75 Nova Scotia currency, and for the previous year was \$1,341.22. The amount voted by Parliament for this service for last fiscal year was \$1,650. Under an old Act of the Legislature of Nova Scotia, passed in 1859, a tax of five shillings currency is still levied on all vessels entering the Port of Halifax, except those owned in the outports of the Province of Nova Scotia, and although the amount collected does not meet the expenditure, still it leaves a very small amount to be defrayed out of the public chest. The amount collected at Halifax during last fiscal year on account of this branch of the service was \$894, leaving a deficit to be paid by the Canadian Government of \$575.75. The amount collected during the previous year was \$972, showing a falling off during last year as compared with the previous year of \$78, and that of the class of vessels liable to this tax entering the Port of Halifax during the fiscal year ended on the 30th June, 1870, there was a decrease of 78 vessels as compared with the previous year.

The new lighthouse which was recently erected by the Government of Canada on Point Tupper, about midway in the Straits of Canso, was lighted up for the first time on the 15th

April last. It shows a fixed red light, and is of great service to vessels passing through the Straits. The total cost of its erection, including the land for the site, fencing, and illuminating apparatus, was \$782.60, Nova Scotia currency, while the amount voted by Parliament for this service was \$1,000, Canada currency. My Deputy who visited this station last summer has reported to me that the keeper is much in need of a dwelling house for himself and family in the immediate neighbourhood of the lighthouse tower, and I am of opinion that such a place should be provided for him.

The total cost of maintaining the lighthouses, fog alarms, signal stations, buoys and beacons in Nova Scotia during the last fiscal year was \$49,058.44 : humane establishments, including Sable, St. Paul's, Scatterie, Mud and Seal Islands, \$10,725.46. This includes some new buildings and repairs at Saint Paul's, amounting to \$2,128 54c. The expenditure on account of the new lighthouse at Point Tupper, the purchase of Pomket Island, and the erection of a new steam fog whistle at Seal Island was \$4,582.60, making the disbursements altogether on account of these services \$64,366.50, Nova Scotia currency equal to \$62,650.09 Canada currency, for the fiscal year, ended on the 30th June, 1870. The amount voted by Parliament for these various services during that period, was \$64,101, leaving an unexpended balance of \$1,450.91, which has reverted to the general revenue.

I may here mention that as the lighthouses and humane establishment at St. Paul's and Scatterie Islands were originally established for the mutual advantage and accommodation of the commerce and shipping of Canada, New Brunswick, Nova Scotia and Prince Edward Island, the respective shares which each of these colonies should contribute to the support of these establishments were settled by arbitrators who met at Miramichi in the year 1836 for this purpose. The proportion which the Government of Prince Edward Island was required to contribute under that award was three one hundred and third parts of the total cost of maintaining them, including a small charge for the management of the business. The amount to be contributed for the year ended 30th June, 1870, by Prince Edward Island is \$204.62, and for the previous year it was \$171.90.

OIL.

The quantity of oil required for the Lighthouse service of the Dominion, for the financial year ended the 30th June, 1870, was 32,000 gallons, and the rate at which it was supplied was 22½ cents per gallon in bond, including the casks, delivered at Montreal, Quebec, Halifax, and St. John. The principal portion of the oil delivered under that contract was good, although complaints reached the Department from some of the stations as to its quality. This was probably owing to the defective construction of the old lamps, which were made for the consumption of American Kerosene oil, which was a lighter description of oil, and much more expensive than the Canadian oil now used; but the policy adopted by this Department in conducting its business was to encourage, where it was practicable, the consumption of domestic manufactures, in preference to foreign productions, and the Canadian oil has been found to answer all the requirements of the

public service at about one-half, and in some cases one-third of the cost of the foreign article. A better description of lamp is now being used than formerly, which will consume Canadian oil without crusting the wick, or smoking the chimney, and at the same time produce a brilliant light. One of these circular fountain burners, on the air principle, of the second largest size, gives a brilliant light with Canadian oil equal to 27 candles. A supply of these is gradually being introduced into the Catoptric lights throughout the Dominion. The Department has been making enquiries for some time past on the subject of improved lighting apparatus, both in England and France, but so far as it is advised, it has not been able to find any description of lamps suitable for Canadian or Petroleum oil equal to the circular burner lamps alluded to, which combine in a remarkable degree both brilliancy of light and economy.

On the 17th February last, this Department invited tenders for the supply in bond of 36,100 gallons of the best quality of refined petroleum oil, for the lighthouses of the Dominion, for the fiscal year ended 30th June, 1871. The oil was required to be non-explosive, at a vapour-test of 115 degrees Fahrenheit, must burn brilliantly, not crust the wick, must be free from all deleterious substances, and remain fluid at 10 degrees Fahrenheit. The casks to be included in the price of the oil, and to be properly prepared inside and outside so as to prevent the oil from leaking. Tenders were received from nine different parties, and after the samples had been duly tested by the officers of this Department, it was found that the tender of Messrs. Clarke and Francis, of Cedar Creek Oil Refinery, Woodstock, Ontario, was the most advantageous for the Government, with reference to price and quality. They agreed to furnish, according to sample, 14,500 gallons at Halifax, at 24 cents per gallon; 4,500 gallons at St. John, at 24 cents per gallon; 5,500 gallons at Quebec, at 22½ cents per gallon; 5,500 gallons at Montreal, at 22 cents per gallon; 2,600 gallons at Hamilton, at 20 cents per gallon; and 3,500 gallons at Sarnia, at 20 cents per gallon. The oil delivered at Halifax and St. John was equal to sample; but, unfortunately, the contractors' refining works were destroyed by fire after they had supplied the oil for these two places, and they were under the necessity of purchasing from other refiners a portion of the oil for Quebec and Montreal. When this oil was examined, it was found not to be equal to the samples, and the Department was under the necessity of purchasing a sufficient supply to replace the rejected oil, at the rate of 27 cents per gallon, duty paid, which was about the same as the contract price in bond. A portion of the oil supplied for the lighthouses above Montreal, which was delivered at Hamilton and Sarnia, was accepted by the Department as satisfactory, and was delivered at these places at the rate of 20 cents per gallon, including the casks, which was the cheapest oil ever purchased by this Department. The oil supplied by Messrs. Clarke and Francis from their own refinery, was a very good article, and where it was used in the circular burner lamps gave much satisfaction. The following particulars relating to this oil were reported by the officer of the Department, who tested it. By vapor-test non-explosive at 115 degrees: has a high illuminating power; did not crust the wick; smoked the chimney very little: remained fluid at 10 degrees Fahrenheit, and has an economic value of 5 per cent. over the value of the least economic sample of oil tested.

The quantity of oil which will be required for the lighthouse service of the Dominion, for the fiscal year ended 30th June, 1872, will be much in excess of the quantity required for the current year, owing to the large number of high-class lights requiring a heavy supply of oil for each, which have been added to the list, and which will all be in full operation during that year. The quantity required will probably be about 42,000 gallons, and tenders will be invited for its supply as usual.

A contract was entered into last March between this Department and the Starr Manufacturing Company, of Halifax, for the delivery at that place of 180 galvanized iron oil tanks, according to a plan and specification furnished by the Department, for the sum of \$10 50 each. These tanks are made to contain 80 gallons of oil each, and a large portion of them have already been distributed among the different lighthouses in Nova Scotia, which were not previously provided with tanks. As it is almost impossible to make and prepare oil barrels which will hold petroleum oil without leaking, a supply of these tanks to the lighthouses became essentially necessary as a matter of economy; and it is probable the saving of oil which will be effected thereby, will soon pay for the tanks. Messrs. Prowse Brothers and Co., of Montreal, were awarded the contract for the 58 tanks required at that place and Quebec, at the rate of \$9 75 each, and for the 70 tanks which were required at St. John for the New Brunswick lights, at the rate of \$10 50 each. These tanks have all been delivered at the respective places agreed on, and have been distributed to the stations requiring them. An additional supply of tanks will soon be required for the new lighthouses which have recently been built, and are now building, all of which will be in operation during next season.

DOMINION STEAMERS.

There are three sea-going steamers belonging to the Government of Canada, under the management of this Department, viz.: the *Napoleon III*, the *Lady Head*, and the *Druid*. The *Napoleon III* is a powerful iron screw steamer of 300 combined horse-power, 494.65 tons gross tonnage, 211.98 tons register, has two oscillating engines, and was built by Napier and Sons', of Glasgow, in 1856. She has been a good serviceable steamer, although she rolls considerably, and has had but few repairs since she has been owned by the Government. Her decks, bulwarks and stanchions are much worn out and decayed, and she is now laid up in Quebec, and is having the necessary repairs made, in order that she may be ready for active service in the spring, the requisite funds having been voted by Parliament last Session for the purpose. The boiler will require some new tubes; and both it and the machinery will be thoroughly overhauled and repaired during the winter. When she is docked in the spring, her bottom will be examined and the screw repaired, and at the same time a couple of fins, extending fore and aft, will be put on her, one on each side below her water line so as to keep her from rolling so much, as she has hitherto done when at sea. She has been a useful, serviceable boat, in supplying the distant sea lights in the Gulf, and has also done good service in her day, in assisting

the mercantile marine trading to the St. Lawrence, when overtaken with difficulties or accidents.

The *Lady Head* is also an iron screw steamer, built by the Napiers, of Glasgow, in 1857, with two oscillating engines of 150 combined horse power, and measures 299.21 tons, gross tonnage, and 168.6 tons register. In the commencement of the season of 1870, this steamer was engaged in laying buoys in the River St. Lawrence until the 14th May, when she left Quebec for Pictou and Halifax, to take the place of the Government steamer *Druid*, which had, previous to that time, been stationed at Halifax for service on the Nova Scotia coast.

The steamer *Druid* is an iron side, wheel steamer, built by Todd and M'Gregor, of Glasgow, in 1856, for a river boat, has two steeple engines, is 170 horse power and measures 165.63 tons register. She draws little water, is a powerful tow boat and is well suited for river service. As her boiler was much worn out, and she was not well adapted for sea-going purposes, it was not considered safe to keep her at the Halifax station, where she was frequently required for outside work, and supplying and visiting Sable Island. It was then decided by the Government that she should be sent up to Quebec and be offered for sale at that place, where there was likely to be a better market for her. She was then offered for sale by public notice but no offer was made approaching to her value; and after due consideration it was considered by the Government to be advisable to keep her at Quebec for river service, where she was much required, rather than to sell her much below her value. It was found she was much more suitable for laying buoys and supplying the river lights below Quebec than the *Napoleon III.*, owing to her light draught of water. She has since been engaged in the buoy service on the St. Lawrence, under the command of Captain Marmen, the former commander of the *Lady Head*. The Government also decided to place a sufficient sum in the estimates to be submitted to Parliament at the approaching Session, for the purpose of putting a new boiler in her, and otherwise repairing her and improving her speed. The sum of \$5,000 or \$6,000 will probably procure her new boiler and otherwise put her in excellent order and condition.

"When the *Lady Head* arrived at Halifax, Captain Scott, R.N., who had formerly been in command of the *Druid*, took charge of her as master, and has continued in command since that period. She has been engaged principally on the fishing grounds, on the coast of Nova Scotia, in the Gulf of St. Lawrence, in the superintendence of the Marine Police, under the command of Captain Scott, R.N.

The amount of earnings received at the Agency of this Department, on account of the Dominion steamers *Napoleon III.*, and *Lady Head*, during the financial year ended 30th June, 1870, beyond services performed for Government, were \$4,380 90. These receipts were for services rendered by the steamers to vessels in distress. The two steamers stationed at Quebec are managed by the Agent of this Department at that place, acting under the immediate orders of the head office in Ottawa. The other steamer stationed in Nova Scotia is managed by Captain Scott, R.N., who commands her under instructions from the Department here.

The amount expended in Nova Scotia, on account of the *Druid* from the 1st July

1869, up to the 13th June, 1870, when she arrived at Quebec, was \$16,281 38. The amount expended on account of the *Lady Head* in Nova Scotia, from the 14th May, 1870, when she left Quebec to the 30th June, 1870, was \$4,019 95, making the expenditure in Nova Scotia, for these two steamers, during the financial year ended 30th June, 1870, \$20,301 33. The amount expended at Quebec for the two steamers stationed there, during the same period, was \$34,549 49, making the total expenditure on account of these three Dominion steamers during the last financial year, \$54,850 82. The amount voted by Parliament for the maintenance of these three steamers, during the period alluded to, was \$55,000, leaving an unexpended balance of \$149 18.

The salary of the agent at Quebec, viz : \$1,200, with \$600 for a clerk and caretaker, are charged against the two steamers stationed there, although the agent performs a variety of other duties in addition to those connected with the steamers, such as disbursing the expenditure and keeping the accounts of the river police, marine police for the protection of the fisheries, new lighthouses, and any other matters which he may be called on to attend to, as agent of this Department at Quebec. In future his duties will be still further increased in connection with the management of all the lighthouses in the river, and Gulf of St. Lawrence below Port Neuf, hitherto performed by the Trinity House, but now placed by law upon this Department.

The only other Dominion steamers under its management are the steamer *Richelieu* in the service of the Trinity House, Montreal, and the small screw steamer employed in the service of the river police at Quebec.

The steamer *Richelieu* is principally engaged in placing buoys, attending on the light ships in Lake St. Peter, and conveying the members and officers of the Trinity House on their official visits to the lighthouses. Although she is an old boat, she is kept in excellent order, and is very useful and valuable for the service in which she is engaged. As the distance over which the Trinity House, Montreal, exercises supervision is about 200 miles, the efficient maintenance of the buoy service, which is becoming more important every year, requires the services of a small steamer to place and replace the buoys in the channel. The steamer alluded to, is kept, when not actively employed, in a central position, so that she can be immediately despatched to any part of her district to replace any buoys which may happen to get adrift, or be carried away by the passing vessels or rafts. She is maintained at a very small cost, her total expenses during the year ended 30th June, 1870, being only \$4,122.92, including wages, provisions, fuel, new pony pump, repairs, and insurance.

The small steam yacht employed by the river police, has been found to be most useful at Quebec in patrolling among the shipping, visiting ships which signal for the services of the police, chasing crimps boats, and many other duties of a similar nature, thus relieving the force of a laborious duty of pulling about for long distances in open boats. Her speed was formerly about eight or nine miles an hour, but by placing a more powerful screw in her last winter, her speed has been increased to about 10 miles an hour. She is maintained at a trifling expense, her cost of maintenance and repairs

during the last fiscal year being only \$1,873.46, which includes the expenses of the engineer, but not the crew, as she is manned by river policemen.

The total expenditure, by this Department, on account of the five Dominion steamers under its supervision, during the last fiscal year, was \$60,847.20.

The amount expended on account of the Dominion steamers at Quebec, during the three financial years they have been under the management of this Department, was as follows :—

Year ended 30th June	1868.....	\$69,026.73
" "	" 1869.....	36,837.85
" "	" 1870.....	34,549.49

The steam gunboats on the lakes owned by the Dominion, are under the management of the Department of Militia and Defence.

A statement of the movements of the steamers *Napoleon III.*, *Lady Head* and *Druid*, while they were stationed at Quebec, during the fiscal year ended 30th June, 1870, will be found in the appendix numbered 7. The statement of the movements of the *Lady Head* and *Druid*, while they were attached to the Halifax station, will appear in Captain Scott's report of his proceedings while in command of these vessels, in connection with the fishery service.

OBSERVATORIES.

The only observatories under the supervision of this Department, and maintained by the Dominion Government, chiefly for maritime purposes, are those at Quebec and St. John New Brunswick. The observatory at Quebec is in charge of Commander Ashe, of the Royal Navy, who has been director of it since 1850. The time-ball at the Citadel, which gives the time to the shipping of Quebec, is dropped every day at one o'clock, Sundays excepted, during the season of navigation. There is also an observatory on the Bonner Farm, a short distance out of Quebec, which contains a very fine equatorial. In addition to giving time to the shipping, the director was engaged, during the last fiscal year, in other astronomical pursuits, including lunar physics, celestial photography, &c., as will be seen by his report in the appendix numbered 4. The director at Quebec receives a salary of \$1,402.68, and has also the use of the old farm-house or cottage on the Bonner Farm; his assistant's salary is \$491.40. The total expenditure on account of this service at Quebec, during the last fiscal year, was \$2,400, being the amount voted by Parliament.

The meteorological observations made at the Quebec observatory by Commander Ashe, for the year ended 30th June, 1870, are published in the appendix along with his report.

The time-ball on the observatory, recently erected by the Dominion Government, on Fort Howe, St. John, New Brunswick, was put in operation on the 1st June last. At fifteen minutes before one o'clock each day throughout the year (Sundays excepted), the time-ball is hoisted half mast; at one minute before one o'clock, it is hoisted to the mast-

head; and at one o'clock, mean time at the observatory, it is dropped, thus affording the shipping in the harbor an opportunity of testing and correcting their chronometers. It is also found very convenient to the proprietors of the mills, manufactories, and ship-yards in the neighborhood of the observatory, who correct their time by the ball.

When the time-ball drops at one o'clock at the *St. John* Observatory, the mean time at Greenwich is 5 hours, 24 minutes, and 15 seconds. When the ball drops at one o'clock at the *Quebec* Observatory, the mean time at Greenwich is 5 hours, 44 minutes, 49 seconds. The sum of \$750 was voted by Parliament for the observatory at *St. John* for the last fiscal year, all of which was expended, leaving a number of bills yet unpaid. It has, therefore, become necessary to place the sum of \$621.98 in the Supplementary Estimates of the current year, for the purpose of defraying the balance of expenditure incurred in its construction and fitting up. On the 18th May, 1870, Mr. George Hutchison, jun., was appointed by the Government director of this observatory, at a salary of \$500 per annum; in addition to which a keeper of the building is necessary, leaving a very small margin for fuel and other contingencies. The sum of \$800 was voted for this service during the current year, but this will only defray the salaries of the director and keeper, and the necessary contingencies of the establishment, leaving nothing for the purchase of horological instruments at the observatory, which are very necessary for the purpose of ascertaining the time on the spot. At present there are no such instruments, the director having to ascertain the time with his own instruments each day previous to going there, and taking it with him by a chronometer. A good *transit* and sidereal clock should be procured for this establishment as soon as the requisite funds have been voted by Parliament. The transit instrument in present use at the observatory at *Quebec* is lent by the observatory at *Greenwich*, but the clocks at that establishment are the property of the Dominion Government.

The sum of \$750 was voted by Parliament for an observatory at *Halifax* for the last fiscal year, but no portion of this vote was expended, as this sum was not sufficient for the erection of a suitable observatory and time-ball, and it was considered advisable to defer any action in the matter at that time until it had been ascertained whether the one at *St. John* was of sufficient value to the maritime interests of the port as to warrant the expenditure for its maintenance. In the event of its being decided to proceed with the erection of an observatory and time-ball at *Halifax*, a site was offered gratuitously, some time ago, on the *Dartmouth* side of the harbor on which to build it, and it is probable it could still be procured for that purpose.

There are other three observatories in Canada in addition to those at *Quebec* and *St. John*, which receive assistance from the Dominion Government, but as they are not specially devoted to marine interests, this Department has not exercised supervision over them. At *Toronto*, the observatory receives a grant of \$4,800 from the Government of Canada. At *Kingston* and *Montreal* the sum of \$500 is voted for a similar purpose at each place. Professor *Kingston*, of the *Toronto* University, is now occupied in making the necessary arrangements for obtaining meteorological observations on stated days and times throughout the year, at the different observatories in the Dominion.

ion, at certain points on the Intercolonial Railway, and at the distant lighthouse stations on the seaboard and the great lakes, so that the facts can be collected, tabulated and published for general information, and this Department is now actively co-operating with him in the matter, with the view of furnishing the marine interests of the Dominion with certain data relative to storms and winds which may be of great importance to these interests by giving publicity to the laws which govern such storms, and thus enable our seafaring men to prepare for them in time. The observations will be made by the officers of this Department at different points on the seaboard and inland lakes, ranging from Sable Island and Belle Isle, in the Atlantic, to Saint Ignace Island, in Lake Superior, and will, no doubt, prove exceedingly interesting to the scientific minds of the country and to our seafaring men, whose safety so much depends on a thorough and practical acquaintance with such subjects. Should this scheme prove successful, I am in hopes that it will, ere long, be followed up by a complete system of storm signals, established at some of the most important ports on the seaboard, to give due warning to mariners and fishermen of the approach of storms on our coasts, which are frequently so severe as to cause great loss of life and property.

The system of studying the laws of storms, and giving timely notice of their approach to the seafaring public, was carried on with much success by the late Admiral Fitzroy, under the directions of the British Government; but since his death, the operation of the storm signals has been in abeyance for some time, pending enquiries being made by scientific persons commissioned by the British Government to examine into the subject. As the mercantile and marine interests of the United Kingdom appeared to have faith in the system as carried on by Admiral Fitzroy, and have been urging a continuance of it, it is quite probable it will again be put in operation under the management of scientific persons who have made themselves acquainted with it, in connection with the Royal Society of England.

IMPROVEMENT OF HARBORS.

An Act was passed by the Parliament of Canada in 1869, 32 and 33 Vic., Cap. 40, entitled, "An Act to provide means for improving the harbors and channels at certain ports in the Provinces of the Dominion."

Under that Act the Governor in Council, was empowered, by proclamation, to impose on vessels entering certain ports in the Dominion therein named, a tonnage duty for providing means for improving such ports or harbors, not exceeding ten cents per ton. One payment in each fiscal year, if the vessel is 100 tons or under, and two payments, if over 100 tons.

The officers collecting such monies, are required to furnish the Minister of Marine and Fisheries with accounts of such collections, and the Minister is required, at the end of each fiscal year, to make an annual report and statement to be laid before Parliament at its then next session, of the sums collected at each port under the act and proclamation, and those sums appropriated and expended (if any), for improvements thereat.

On the 9th July, 1869, a proclamation was issued by the Governor in Council,

imposing a duty of ten cents per ton, on vessels entering the ports of Bathurst and Richibucto, in the Province of New Brunswick, and on the 1st April, 1870, a proclamation was again issued by the Governor in Council, imposing a similar duty on vessels entering Amherst Harbor, and House Harbor, in the Magdalen Islands.

The amount collected at these ports, on account of this service, for the year ended 30th June, 1870, was as follows, viz :—

Bathurst	59 vessels.	10,026 tons.	\$1,002 60
Richibucto.	90 „	19,784 „	1,978 40
Amherst.....	118 „	4,839 „	483 90
House Harbor.....	„	597 „	59 70
			<hr/>
			\$3,524 60

At Bathurst no expenditure was made under this Act for the improvement of the harbor, during the year ended 30th June, 1870. It is hoped that arrangements may be made to carry out the intention of the Act, as regards this harbor, as well as that of Richibucto, during the next season.

At Richibucto no expenditure was made under this Act, for the permanent improvement of the navigation of the harbor during the year alluded to; but a temporary expenditure of \$2,000 was made by the parties interested, in employing a tug to facilitate the navigation of the port, and that sum was placed in the estimates for the year ending 30th June, 1871, and voted by Parliament, and the amount paid during the current fiscal year. The collection at that port, however, only amounted to \$1,978 40 for the fiscal year, in which the service was performed, and consequently fell short of the amount paid, by \$21 60.

At Amherst Harbor, Magdalen Islands, the sum of \$600 was expended by the Department of Public Works, under this Act, for blasting rocks in the channel, &c., while only \$483 90 was collected. A further sum of \$1,156 74 was expended by the Department of Public Works for a similar purpose at this harbor, between the 1st July and the 31st December, 1870, which was defrayed out of an appropriation of \$4,000, voted by Parliament for the year ended 30th June, 1871, for *Amherst and House Harbors*.

No expenditure was made for improvement under this Act at House Harbor, for the year ended 30th June, 1870, or since that period. The amount of collections there made under the Act during last fiscal year was small, however, being only \$59 70.

During the last Session of Parliament, an Act 33 Vic. Cap. 20, to amend and extend the Act to provide means for improving the harbors and channels at certain ports in the Provinces of the Dominion was passed and assented to on the 12th May, 1870. By this Act an important alteration was made with reference to the time when this duty is made payable. Under Section 2 of the original Act, the duty was made payable once in each fiscal year, (commencing on the first day of July in each calendar year), on any vessel not exceeding 100 tons register, and not more than twice in each fiscal year on any vessel exceeding 100 tons. This arrangement was found occasionally to work hardly, and

called for alterations, which were made, and the duty on a vessel under 100 tons is now payable only once in twelve calendar months, to be reckoned from the day on which such payment was last made, and on any vessel exceeding 100 tons, not more than twice in any twelve calendar months.

The amendment Act also extended the operation of the original Act to Aspy Bay or Cape North Harbor, and Southern Bay, Ingonishe, both in Victoria County, Nova Scotia, but no proclamation has yet been made authorizing the collection of this duty at either of these ports.

The only ports which as yet have been proclaimed to be under the operation of the Acts alluded to, and at which this tonnage duty has been collected, are Bathurst, Richibucto, Amherst Harbor, and House Harbor.

A statement of the receipts and expenditure for this branch of the public service, as required by law, will be found in the Appendix numbered 20.

HARBOR AND RIVER POLICE.

Under the Act 31, Vict., Cap. 62, a tonnage duty of three cents per ton is imposed on every vessel entering at the ports of Quebec or Montreal, for the purpose of maintaining a local harbor police force at each of these places. Vessels of 100 tons or under, pay once a year, and over 100 tons pay twice a year. As this service was considered as benefitting a special interest and partaking of the character of a local service, it was not deemed advisable to allow it to be a charge on the general revenue of the country. Previous to 1868, a tonnage duty of one penny per ton was exacted at both these ports on sea-going vessels for the maintenance of this service, but the amount collected fell much short of the amount expended by the Government on account of it. Under the Act passed in 1868, the amount of collections was somewhat increased, while some alterations in the arrangements connected with the management of this service were made by which the expenses were very much reduced without impairing the efficiency of the force. At Quebec, where there was the heaviest work to perform, on account of the long distance over which the harbor extends, it was considered advisable to provide a small steam yacht, for the purpose of relieving the men from a large amount of hard work in pulling the police boats from place to place while visiting the shipping. The force formerly consisted of a chief constable and thirty-seven men at this Port, but it was reduced to a chief constable, an engineer for the steamer, and twenty-three men, making twenty-five in all. At Montreal the force was formerly the same as at Quebec, and the number has also been reduced to twenty-five, including the chief. During the close of navigation the men at Quebec were all disbanded but the chief, who was retained on pay. At Montreal the chief and two of the sergeants were retained on pay during last winter, so that some protection might be afforded to the steamers and other craft in this canal. During the present winter it has been deemed advisable to retain the chief and the four sergeants for this purpose.

The Act alluded to under which this tonnage duty is collected provides *inter alia* that the duties so collected shall be applied, under the control and management of the Minister

of Marine and Fisheries, in defraying the expense of maintaining a harbor police at the ports named, and that the Minister shall make an annual report and statement to the Governor General of the receipts and expenditure under the Act referred to in order to its being laid before Parliament. The amount collected at the port of Quebec on account of harbor police dues during the fiscal year ended 30th June, 1870, was \$20,883 51, against \$19,908 42 in the previous year. The amount collected at Montreal during last fiscal year was \$3,113 17, against \$2,044 41 in the previous year. The total amount collected at both ports last fiscal year was \$23,996 68, against \$21,952 83 for the previous year, shewing an increase of \$2,043 85 last year as compared with the previous year.

The expenditure at Quebec during last fiscal year for this service, including the salary of the chief, and the maintenance and repairs of the steamer, amounting to \$1,873 46, and the pay of the force, with the cost of their official clothing, was \$9,038 62, against \$12,623 59 for the previous year, which latter sum, however, included \$1,500 for the purchase of the steamer.

The expenditure at Montreal during the last fiscal year, including the pay of the chief constable, and official clothing for the force, was \$9,423 21, against \$9,735 53.

The total expenditure for this service at both ports during last fiscal year was \$18,461 83, against \$22,358 91 for the previous year, shewing a reduction in the expenditure last year as compared with the previous year of \$3,897 08.

Although the collections on account of this tonnage duty are so small at Montreal, as compared with the collections at Quebec, and the expenditure at Montreal so much exceeds the receipts there, it is explained by the fact that many of the large vessels which are bound for Montreal come to an entry at the Custom House, Quebec, before they proceed up the river, and consequently are required to pay their tonnage duties at Quebec, thus swelling the receipts at Quebec and reducing them at Montreal.

The chief constable at Quebec received a salary of \$600 per annum during last fiscal year, but as that was found to be too small an allowance for the work performed and the responsibility of the office, his salary was raised to \$800 per annum, on the 1st July, 1870. The chief constable at Montreal received \$2 50 per diem throughout the year, which amounted to \$912 50 per annum. The amount voted by Parliament for this service at both ports for last fiscal year was \$23,440, while the expenditure only amounted to \$18,461 83.

In the detailed estimates for the last fiscal year, which were furnished by this Department to be laid before Parliament, the receipts from this source were estimated at \$24,200, while the actual receipts only amounted to \$23,996 68.

The receipts and expenditure on account of this service, for the two last fiscal years, were as follows :—

	Receipts.	Expenditure.
Fiscal year ending 30th June, 1869	\$21,952 83	\$22,358 91
" " " 1870	23,996 68	18,461 83
	<hr/>	<hr/>
	\$45,949 51	\$40,820 74
Excess of receipts over expenditure.....		5,128 77

During the fiscal year ended 30th June, 1868, previous to the arrangements being made by this Department for the management of this branch of the public service, the receipts from the tonnage duties then in force for its maintenance were \$11,918 76, and the expenditure was \$27,148 35, leaving a deficit of receipts required to meet the expenditure of \$15,229 59, which had to be provided for out of the general revenues of the country. Under its present management, however, the state of the fund has assumed a satisfactory appearance, and by a careful and prudent reduction of the expenses, combined with increased efficiency of the service, the shipping visiting these ports not only contribute enough to defray all the expenses connected with it, but to leave a surplus in the hands of the Government to cover contingencies and expenditures necessary in connection with shipping.

A statement of the receipts and expenditure for this branch of the public service, as required by law, will be found in the Appendix numbered 11.

SICK AND DISTRESSED MARINERS.

Under the Act 31 Vic. Cap. 64, entitled "An Act respecting the treatment and relief of sick and distressed mariners." All vessels entering at any of the ports in the Provinces of Quebec, New Brunswick, and Nova Scotia were required to pay to the Government of Canada two cents per ton for the support of sick and distressed mariners; if one hundred tons or less, only one payment per annum, if over one hundred tons, not more than two payments per annum. For this contribution, any of the crew of a vessel which had paid this tonnage duty found in these provinces, in a sick or distressed state, and requiring medical relief or treatment, are taken care of by the officers of the Government, and either placed in a comfortable marine or public hospital, or if there is no such hospital at the place where they may happen to be, they are sent by the Collector of Customs to some public hospital at a safe or convenient distance; or if there is none, they are placed in some public or private house. If any shipwrecked or distressed mariners belonging to a Canadian ship, who are domiciled in Canada, are found abroad, they are clothed, fed, and sent home to Canada, and their expenses defrayed out of this fund.

This tonnage duty is not levied at any of the ports in Ontario, and no expenditure is made on account of sick or distressed mariners in that province, with the exception of an appropriation of \$500, which was voted by Parliament in the estimates for the fiscal year ended 30th June, 1870, as a contribution in aid of mariners and sick seamen at Saint Catherine's Hospital. This vote, however, was not a charge on the sick mariners tonnage duties collected in the three Maritime Provinces, but was paid out of the general revenues of the country.

Subsequent to the passing of the Sick and Distressed Mariners Act in 1868, doubts arose as to whether vessels trading between one port and another of the same province, were liable to this tonnage duty, and a case having occurred in the Province of Quebec, when payment was disputed, the matter was brought before the legal tribunals of that

Province, and a decision was given to the effect that vessels ~~tr~~ailing or coasting between ports in the Province of Quebec were exempted from payment of such dues under this law. When this point was settled, it became necessary that a similar practice should prevail in the Provinces of New Brunswick and Nova Scotia as had been decided in relation to Quebec, and on consideration of the merits of the case, it appeared advisable that such vessels, which are generally trading near the homes of the crews, and which rarely send patients to any of the marine hospitals, should be legally exempted from the payment of the ton. A bill was prepared by this Department to carry out these views and submitted to Parliament by the Government. It became law on the 12th May, 1870, and was entitled "An Act to amend the Act respecting the treatment and relief of sick and distressed seamen, 33 Vic., Cap. 19. Under this law vessels engaged in the coasting trade of Canada and arriving in any port in any of the Provinces of Quebec, Nova Scotia, and New Brunswick, from any other port in the same province, or arriving in any port in Ontario, are exempted from the payment of this tonnage duty. It also provides that sick mariners belonging to vessels exempted from the payment of these tonnage dues shall not be entitled to relief out of the funds derived from such dues.

The total amount collected on account of this branch of the public service during the year ended 30th June, 1870, was \$31,410 46, as appears by the returns made to this Department by the officers who collect the dues. The amount paid into the Receiver General, as appears by the Public Accounts, differs slightly from this amount, as it is probable collections made during the fiscal year at some of the small ports, may not have been paid over for some time after.

Of the total amount collected, Quebec contributed \$17,776 17; New Brunswick, \$7,446 41; and Nova Scotia, \$6,187 88. The total amount collected on account of this service during the year ended 30th June, 1869, was \$31,353 78, and for the year ended 30th June, 1868, \$21,049 68.

At the port of Quebec, the sick mariners are provided for in the Marine and Emigration Hospital there, which is under the management and control of the Department of Agriculture, and which is used for the reception, not only of sick mariners, but of emigrants and inhabitants of the City of Quebec.

The total expenditure of this hospital during the last fiscal year was \$21,359.61. About \$3,000 of this amount was for arrears. The Local Government of Quebec contributes annually the sum of \$4,000 towards its support, in consideration of the expenses incurred in treating and maintaining patients from the Province of Quebec. The amount contributed by paying patients during last fiscal year was \$117 50, leaving the sum of \$17,242 11 to be defrayed by the Government of Canada. Of this amount the authorities of the hospital estimate the cost of providing for the sick mariners who were treated there during last fiscal year to have been \$12,079 33. The amount expended by this Department for the treatment of sick mariners at other ports in the Province of Quebec during that period, including Montreal, was \$1,923 54, and for shipwrecked or distressed seamen, \$549 92, making a total expenditure in the Province of Quebec on account of this service of

\$14,552 79. Deducting this from the amount collected in the Province of Quebec, viz., \$17,776 17, leaves a surplus of \$3,223 38 of receipts over expenditures, after providing for all the sick and distressed mariners in the Province who were entitled to relief.

At Montreal the sick mariners are well taken care of in the general hospital, where the accommodation is excellent, at a cost of \$4 20 per week. The amount paid to that institution for this service during last fiscal year was \$1,107. The average cost of the sick mariners in the hospital at Quebec was \$6 86 each per week. The accommodation in this hospital is also excellent, although somewhat more expensive than at the Montreal General Hospital.

The total expenditure on account of the marine hospitals and sick and distressed mariners in New Brunswick during the last fiscal year was \$7,882 24; of this amount the sum of \$4,253 06 was expended on the marine hospital at St. John. There are also small marine hospitals maintained exclusively for sick mariners at St. Andrews, Miramichi, Richibucto and Bathurst. At St. John the marine hospital is kept up exclusively for the accommodation of sick mariners, and has very good accommodation, with well laid out grounds surrounding it. It is managed by commissioners under the direction of this Department. The expenditure was rather heavier than usual during last fiscal year, on account of the necessity of erecting a new fence on a portion of the grounds where the old fence had been blown down and destroyed by heavy gales. The average cost of maintaining the sick mariners at this hospital, including the expense of repairs to the buildings, fences, &c., during last fiscal year was \$9 66 each per week. Deducting the amount of tonnage dues collected in New Brunswick, viz., \$7,446 41, from the amount expended, viz., \$7,882 24, it leaves an excess of expenditure over receipts on this branch of the public service in that Province, of \$435 83. In the other two Provinces there is a surplus of receipts over expenditure. It is probable some arrangement may be made by which the expenditure in New Brunswick may not exceed the receipts.

In Nova Scotia there are no marine hospitals, the sick mariners being provided for at Halifax in the provincial and city hospital at a cost of \$5 per week, and at the outposts they are taken care of by the Collector of Customs, who make the necessary arrangements to provide for them in private boarding houses.

The total receipts in Nova Scotia, on account of this service during last fiscal year, was \$6,187 88, Canada currency, and the total expenditure \$4,594 31, leaving a surplus of receipts over expenditure of \$1,593 57 in that Province.

At Quebec there were 826 sick mariners treated in the Marine and Emigrant Hospital during last fiscal year. At Montreal, for the year ending 30th November, 1869, the number was 128, and for the year ending 30th November, 1870, it was 203. At St. John the number treated during last fiscal year was 136. The total expenditure made by this Department, on account of sick mariners in the three Provinces named, during last fiscal year was \$13,645 27, and the cost of maintaining the sick mariners at the hospital at the port of Quebec for the same period was \$12,079 33, making a total of \$25,724 60 for the maintenance and treatment of the sick mariners of these Provinces for that period.

The total expenditure in the three Provinces, on account of shipwrecked and distressed seamen, during the last fiscal year was \$1,304 74, making the total expenditure on account of sick and distressed mariners \$27,029 34. Deducting the expenditure from the amount of the receipts, viz., \$31,410 46, leaves a surplus to the credit of the fund, in the hands of the Government, of \$4,381 12. The amount of receipts and expenditure on account of this service, in these three Provinces, during the last two years, was as follows :—

	Receipts.	Expenditure.
For the fiscal year ending 30th June, 1869,.....	\$31,353 78	\$26,987 04
" " " 1870.....	31,410 46	27,029 34
	<hr/>	<hr/>
	\$62,764 24	\$54,016 38
Deduct expenditure from receipts.....	54,016 38	
	<hr/>	
Balance to the credit of the fund in the hands of Gov't.....	\$8,747 86	

The amount voted by Parliament for the marine hospitals, sick, distressed, and shipwrecked seamen, at all the ports in the Provinces of Quebec, New Brunswick, and Nova Scotia, with the exception of the port of Quebec, for the last fiscal year, was \$17,000, and the amount actually expended \$14,950 10, leaving an unexpended balance of \$2,049 99, which reverted to the public treasury.

The receipts for the current financial year, on account of this service, may be estimated at \$31,000, and the expenditure about \$29,000.

I may add that reports have reached this Department, from time to time, that this small tax on sea-going shipping, for the support and maintenance of sick mariners, is cheerfully paid by the marine interests of the provinces interested, as it is the means of providing comfortably for the sick men and relieves the shipowner and shipmaster of all trouble and expense beyond the small tonnage duty alluded to.

The 12th section of the Sick and Distressed Mariners Act, 31 Vic., Cap. 64, provides that the Minister of Marine and Fisheries shall make an annual report and statement to His Excellency the Governor General of the receipts and expenditure under this Act for the purpose of being laid before Parliament. In accordance therewith, the statements required will be found in Appendix No. 17.

STEAMBOAT INSPECTION.

Under the Act 31 Vic., Cap. 65, intituled, "An Act respecting the Inspection of "Steamboats and for the greater safety of passengers by them," provision was made for the annual inspection by Government inspectors of steamboats which may be owned or registered in the Dominion of Canada, navigating the waters of Canada and departing from or arriving at any port or place in Canada. The inspectors are appointed by the Governor in Council and are required be skilled persons, competent to inspect steamboats, their machinery and boilers. These inspectors form a Board, with one of their number as Chairman, nominated by the Governor. They meet at such places as may be agreed on for the transaction of business, for the examination of engineers, and granting licenses to them, and such other purposes as

may be necessary under the Act. Any regulations made by the Board cannot come into force until they have been approved by the Governor in Council.

Any person claiming to perform the duties of an engineer in such steamboats must be examined by the Board and if found qualified will receive a certificate according to his grade, and if any person employs an engineer, or any person serves as an engineer on board such steamboats without the necessary certificate, he shall incur a penalty of \$200.

A fee is charged by the Government, under the Steamboat Inspection Act, of \$5 for vessels of 100 tons burthen and under, and \$8 for vessels over that size, and a tonnage duty of ten cents per ton on *all* steamers in addition to the fees alluded to. This small tax on the steamboats of the Dominion was merely intended to defray the expenses connected with their inspection, such as the salaries and contingencies of the inspectors and other necessary expenses of the Board, but was not intended to be a source of revenue to the Government. By a reduction in the number of inspectors which was made in 1868 and by other arrangements, the receipts will now more than meet the expenditures on account of this branch of the Public Service.

A fee of \$5 is charged engineers who have been examined for the first time on receiving their certificate of capability, and for an annual renewal of such certificates a fee of \$1 is exacted.

All the fees collected under this Act are paid over to the Government and form a special fund called the "Steamboat inspection Fund," out of which the expenses in connection with this service are defrayed. No money is expended, however, for the purposes of this Act until it has been voted by Parliament. There are now six inspectors, two in Ontario, three in Quebec, and one in New Brunswick and Nova Scotia. Mr. Samuel Risley has the largest division, viz: West Ontario, Lake Huron and Lake Superior, and inspects the greatest number of steamboats; in addition to which he performs the responsible and onerous duties of Chairman of the Board. He is required, by the 39th section of the Steamboat Inspection Act alluded to, to furnish the Minister of Marine and Fisheries with a report of the proceedings of the Board, and a return of all steamboats inspected, and of all penalties collected under the provisions of the Act. The report and returns required have been duly furnished to this Department and will be found in the Appendix No. 9. They are made up as required by the Act, for the calendar year, and consequently shew the operations of the inspectors from the commencement to the close of the year 1870. The financial statements of the Board are made up, however, for the fiscal year ending 30th June last, so as to appear in the public accounts along with the other financial statements of the Dominion.

The Chairman received a salary of \$1200 per annum, for his services in both capacities as Inspector and Chairman, during the last fiscal year, but since the 1st of July last, his salary has been increased to \$1400, in consideration of the onerous and responsible duties devolving on him; 102 steamers were inspected by him in 1870. Mr. Joseph Taylor is Inspector for the East Ontario Division, and receives a salary of \$800 per annum; 61 steamers were inspected by him in 1870. Mr. Thomas Fessenden is the In-

spector for the Montreal Division, and receives a salary of \$800 per annum : 82 steamers were inspected by him in 1870. Mr. F. X. Befort is the Inspector of the Sorel District, and receives a salary of \$800 per annum; 41 steamers were inspected by him in 1870. Mr. Joseph Samson is the Inspector for the Quebec Division and receives a salary of \$800 per annum ; 63 steamers were inspected by him in 1870. Mr. William M. Smith is the Inspector of the New Brunswick and Nova Scotia Division, and receives a salary of \$1,000 per annum ; 54 vessels were inspected by him in 1870. The total number of steamers inspected during the calendar year 1870 was 403, against 401 in 1869. Of the number inspected in 1870, 171 were passenger steamers, 51 freight steamers, and 181 tug steamers; 252 of the number inspected were paddle steamers, and 151 were propellers and screw tugs.

The amount of tonnage duties and fees paid in to collectors of customs in Ontario under this Act, during last fiscal year was \$3,719 92, while the amount paid to the Inspectors for salaries and other expenses in that province was \$2,949 44. The actual amount of expenses incurred, however, was more than the amount paid, as the amount voted for Steamboat Inspection fell short of the requirements of the service, and a portion of the expenses incurred had to be defrayed out of the vote of the following year. The amount collected in the Province of Quebec for the same period was \$4,676 20, while the amount of expenses paid was \$2,324 70, showing a considerable surplus of receipts over expenditure in this district. The expenses incurred in this division were considerably in excess of the amount paid, as a portion of the liabilities had to be defrayed out of the vote of the following year.

The amount collected in Nova Scotia and New Brunswick for the same period was \$1,692 17, while the expenses were \$1,904 37, shewing an excess of expenditure over receipts. The expenses in connection with the Board were \$220 67. The total amount of collections made during last fiscal year on account of Steamboat Inspection dues was \$10,088 29. The total amount paid into the Receiver-General during the last fiscal year on account of engineers certificates issued, was \$2,433, making altogether the sum of \$12,521 29 collected on account of fees for inspection of steamboats and engineers certificates. Although the amount of \$12,521 29 was received by the officers of the Government on account of this fund during last fiscal year, the sum actually paid into the Receiver-General during that period was only \$9,369 67, leaving a balance of \$3,151 62, which was collected by the officers of customs during that period, but not paid over within the fiscal year. The amount actually expended by this Department on account of this service during last fiscal year, including salaries, travelling allowances and contingencies, was \$7,399 18, and the amount voted by Parliament for the same period, was \$7,400, leaving an unexpended balance of eighty-two cents. The amount of liabilities on account of this service for last fiscal year remaining over unpaid till the following year, owing to the vote having fallen short, was \$1,180 43, so that the expenditure of the last fiscal year would have been \$8,579 61, if sufficient funds had been voted for the purpose. Deducting this amount of estimated expenditure from the gross receipts, would leave a surplus of receipts over expenditure on account of this branch of the Public

Service of \$3,941 68, but deducting the actual expenditure from the receipts, leaves a clear surplus to the credit of the Fund of \$5,122 11, on the operations of the last fiscal year.

The receipts and expenditures on account of this service, including the receipts from fees for engineers' certificates for the two last fiscal years, was as follows :—

	Receipts.	Expenditure.
For the fiscal year ended 30th June, 1869.....	\$11,914 63	\$7,999 00
Do do 1870.....	12,521 29	7,399 18
	<hr/>	<hr/>
	\$24,435 92	\$15,398 18
	15,398 18	
	<hr/>	
	\$ 9,037 74	

Leaving a surplus in two years of receipts over expenditure, of \$9,037 74, which reverted to the Consolidated Revenue of Canada.

Of the amount of fees and tonnage duties paid into the Receiver-General on account of this service during the last fiscal year, the sum of \$1,243 was for licenses or certificates to engineers, which had been collected during the previous year, but were not paid in until the last fiscal year.

During the calendar year 1870, the Board issued 501 certificates to engineers, of which ninety-nine were for examinations, and 402 for annual renewals without examination.

During the same period, Messrs. Francis and Robert Allen, of Montreal, were each fined \$200 for a violation of the 27th Section of the Steamboat Inspection Act, Mr. Robert Allen having employed Mr. Francis Allen to serve as an engineer on board his tug steamer *Allen*, and Mr. Francis Allen having served on board Mr. Robert Allen's steamer without having a license or certificate from the Board of Steamboat Inspection. The amount of the fines has since been paid in to the Receiver General to the credit of the Steamboat Inspection Fund as required by the 38th section of the Act.

In the Chairman's Report will be found an account of disasters and accidents to the steamboats of the Dominion during the calendar year 1870, from which it will be seen that in the District of Ontario, there were no serious accidents to the steamers of Canada, with the exception of the propellor *Bruno*, which sunk in the Welland Canal, and the new propellor *Shickluna*, which took fire at the entrance of that Canal, and was burned to the water's edge. Neither of these accidents, nor any of the other accidents in the district, were productive of any loss of life, and do not appear to have been caused by the want of a vigilant and efficient supervision of the boilers and machinery of the steamboats alluded to, which supervision this Department has been so anxious to have carried out with respect to all the steamboats inspected under the Act. In none of these cases of accidents to Canadian steamers in the Ontario District does it appear the Government Inspectors of Steamboats were in any degree to blame, as the accidents evidently occurred from causes entirely beyond their control.

In the Quebec Division the accidents were more serious. On the 1st May last the Ocean steamship *Germany* came in collision with the steamer *City of Quebec*, off Green Island, some distance below Quebec. The *City of Quebec* went down in deep water in a very short time, and one life was lost. Nothing was saved from the *City of Quebec*. This accident was not the result of any defect in the machinery or boilers of either of the vessels mentioned. A suit is now pending in the Admiralty Court, with the view of obtaining a decision as to which of the steamers was in fault, and who should pay for the damage and loss sustained.

On the 2nd August last the passenger steamer *Etoile* came into collision with a bateau near Point aux Trembles, some distance above the city of Quebec, and sunk in twenty feet of water. Three lives were lost by the accident. No blame can in way attach to the Government Inspectors in this cause, as the accident was not the result of any defect in the machinery or boilers.

Three other steamers were stranded and sunk in this Division, and two were burnt, but no lives were lost nor did any blame attach to the Government Inspectors in any of these cases on account of any defect in the machinery or boilers of these vessels.

In the District of New Brunswick and Nova Scotia no accidents occurred to steamer, involving either loss of life or damage to property.

Before concluding my report on this branch of the public service, I avail myself of this opportunity of drawing attention to the fact that in the Dominion of Canada there is a fleet of four hundred and four steamers, owned in the country, busily employed during the season of navigation, extending over a period of seven months, and some of them employed on the seaboard nearly the whole year, and that under this efficient system of Government Inspection of boats, boilers and engines, and examination of engineers, conducted without any cost to the public treasury, and at a very trifling charge to the owners of such boats and their engineers. This extensive fleet of steamers, comprising some large and powerful passenger boats, frequently carrying hundreds of passengers each trip, and running at a speed sometimes exceeding fourteen miles an hour, performed the various and respective services in which they were engaged throughout the Dominion during the year 1870 without any explosion of boiler or serious accidents resulting in loss of life. The few accidents that did occur were such as are common to all navigation, and no loss of life was reported in any of these cases, except in the two instances of collision alluded to, which had no connection with the state of boilers or machinery of the vessels which met with the accidents.

In the Appendix (numbered 9), will be found a statement of the steam vessels added to the list of steamers owned in the Dominion during the year ended 31st December 1870, of these 42 were built of wood and 5 of iron. The average value of these steamers might be placed at the small sum of \$20,000 each, including the boilers and engines, thus giving an aggregate value of \$940,000 for the steamers added to the Dominion shipping during last year.

SHIPPING MASTERS SHIPPING OF SEAMEN.

At all the seagoing ports in the Dominion, except Quebec and St. John, New Brunswick, the chief officers of customs act as shipping masters, and perform any duties

which may arise in connection with that office. No remuneration is made to them by the Government for such services, any fees they receive from the masters, owners, or agents of vessels for the discharge of their duties as shipping masters, they are entitled to appropriate to themselves for their services.

At Quebec the shipping master was hitherto paid an annual salary of \$1,000, and he employed a deputy, also at a salary of \$1,000, who was paid by the Government. A fee of one dollar per man is charged for the shipping of seamen at Quebec, and the number shipped during last fiscal year was 1,009, producing a revenue of \$1,009. The sum of \$1,200 was voted by Parliament for this service, and the whole amount of the appropriation was drawn. The total receipts of the office during last fiscal year, including the fees and the Parliamentary grant, was \$2,209, and the total expenditure, including the salaries of the shipping master and his deputy, was \$2,051 45, leaving an excess of receipts over expenditure of \$157 55, which sum was paid over to the Receiver General. One of the river policemen was generally stationed in the shipping master's office, to preserve order, and act as a detective or clerk as he was required, but his pay was charged to the river police force. No expenses were incurred for an office for the shipping master at Quebec, as rooms were furnished him free of cost in the old custom house building, which is owned by the Government, and in which the river police force is stationed. This arrangement was found to be very convenient, as in the event of any disturbance among the sailors sufficient force was always at hand to preserve order.

As Major Johnson the Shipping Master at Quebec, had arrived at a very advanced age, being nearly 85 years old, I considered it advisable and in the interests of the public service to bring his case under the notice of the Government, with a view to his being placed on the Superannuation List; and in accordance with my recommendation, he was recently superannuated on 29 years service, with a retiring allowance of \$626 40.

When the office of Shipping Master became vacant, I availed myself of the opportunity of recommending to the Government the amalgamation of the two offices of Shipping Master and Chief of the River Police, not only with the view of making a saving in the public expenditure of one of the salaries of these two offices, but also with the hope of materially increasing the efficiency of the public service, by placing the control of the river police in the hands of the shipping master, who might thereby have the means of arresting deserters and checking crimping, which has grown to be such a serious evil at that port.

On the 7th January last, Mr. R. H. Russell the present efficient Chief Constable of the Quebec River Police Force, was appointed, by Order in Council, Shipping Master of Quebec, in conjunction with the Office of Chief of the River Police which he then salary of \$1,200 for both offices. A saving of \$800 per annum will thus be effected by this amalgamation of these offices.

This Department is of opinion that the best results will follow from this arrangement and that the system of crimping which has been so injurious to the credit of the port will now be held in check if not gradually disappear.

A Bill was prepared by this Department some time ago, on the subject of shipping

seamen and introduced in the Senate by the Government, but, as the British Government were about to introduce a Bill on the same subject in the Imperial Parliament, they expressed a wish to the Canadian Government that any legislation on this subject in Canada should be deferred until their Bill had become law.

As the subject of shipping seamen in Canada is so much connected with the laws relating to it in the United Kingdom, and as it is of great importance that the laws in Canada on this subject should be in harmony with the Imperial Laws, it was considered advisable to accede to the wishes of the Imperial Government in the matter, and defer any fresh legislation in this country on the general question, until the Imperial Bill had become law. I have, therefore, been unable to recommend that any measures should be taken at the approaching Session of Parliament, for the purpose of legislating on this important question, and assimilating the laws on the subject in the different Maritime Provinces. At present the laws relating to the shipping of seamen are different in each of the Provinces of Quebec, New Brunswick, and Nova Scotia, and it is most desirable, in the interest of the Maritime Provinces, that they should be assimilated as soon as possible. As there can be little doubt that the new Merchant Shipping Code of the United Kingdom will be sanctioned by the Imperial Parliament and become law, within a few months, I am in hopes that during the session of 1872 a measure will be prepared and submitted to the Parliament of Canada which will place this question on a similar and efficient footing in each of the Maritime Provinces of the Dominion. In the meantime, I would recommend that a short Bill be prepared and submitted to Parliament at its approaching Session, for the purpose of rectifying some of the defects which exist in the laws at present in force at the Port of Quebec relating to crimping, so that persons convicted in this nefarious traffic may be promptly punished by imprisonment instead of fines. It has been found in practice that when the crimping business is brisk, and the profits remunerative, a fine is not a sufficient punishment for the offence, and by no means deters those engaged in it from again resuming their illegal occupation. This Department is of opinion that with the change which has been made in the administration of the offices of Shipping Master and Chief of River Police, and the substitution of imprisonment for fines, with some other alterations in the laws at present in force at Quebec, the system of crimping at that port, which has grown to be an evil of such great magnitude, will at once be checked, and gradually disappear. Information has reached the Department that some of the leading merchants and ship-owners of Quebec are desirous of aiding and assisting the Government in their efforts to put a stop to this evil and improving the condition of the sailors while on shore, by the establishment of a Sailors' Home, where they could find all the comforts of a good boarding house at a small cost, and at the same time be placed beyond the reach of the crimps, who, as a general rule, derive all the advantages which are sometimes supposed to accrue to the sailors when wages rise to an exorbitant rate. It is well known that when sailors desert from their ships at Quebec, and are secreted by crimps in their boarding houses, after forfeiting the balance of wages due to them, for the purpose of again shipping in some other vessel at a high rate of wages, that they receive little or none of the profits of the transaction after the crimp has obtained his share of the proceeds charged on

account of board and liquor, and that they generally go home to England much poorer men than they would have been if they had remained in the ships in which they had shipped in the United Kingdom for the voyage out and home, at a moderate rate of wages. If a Sailors Home should be established at Quebec as proposed, it will receive all the official assistance and countenance which this Department can give it, and if placed in connection with, and under the surveillance of the Shipping Master and Chief of River Police, it will, no doubt, prove of great service to the seafaring population who visit that port, and will probably be the means of placing the Sailors beyond the reach of their greatest enemies, the crimps, who are constantly on the watch, to decoy them away and rob them of their earnings.

At Quebec the number of desertions during the last fiscal year was 1,433, principally from ships registered in the United Kingdom.

At Saint John, New Brunswick, the Shipping Master receives no salary from the Government, his remuneration consisting of a fee of fifty cents for shipping each man. The number shipped during last fiscal year was 4,020, against 4,745 the previous year. He reports his receipts of office, from fees collected during that period, to have been \$2,010, and his expenses at \$1,253, leaving him a net income of \$757. Crimping still exists to a considerable extent at that port, but the inconvenience of it does not appear to be so much felt there as at Quebec. When sailors become very scarce in St. John, the difficulty is soon remedied by obtaining a supply from Boston, which is easily done at a short notice, there being three steamers a week running during the summer months between these places. At Quebec when men are scarce a supply is not so easily obtained, owing to its distance from Boston and the facilities of escape which the men have in a railway train, as compared with a steam vessel. Reports from the Shipping Masters at Quebec and St. John will be found in the Appendices Nos. 12 and 13.

REGISTRY OF SHIPPING.

In the last annual report of this Department, allusion was made to the anomaly which existed in the Dominion with reference to the registry of ships, this branch of the public service being regulated in the Maritime Provinces by the Imperial Merchant Shipping Act, while in Ontario it is regulated by a Canadian Act, the system of calculating tonnage being entirely different in both Acts, so that a vessel measured in an Inland port would shew a very different register tonnage from what she would have if measured in a seaport. As mentioned in my last annual report, a Bill was submitted to Parliament two years ago for the purpose of applying the provisions of the Merchant Shipping Act to all the Provinces in the Dominion, but did not become law, as it was deemed advisable to defer its operation until it could be considered by the ship-owners of Ontario, and until the new Bill relating to this subject which was before the Imperial Parliament had become law. Up to the present time the the Imperial Merchant Code, of which the Registry Act is a part, has not been sanctioned by the Imperial Legislature, and until this has been done, it has been considered desirable to defer any legislation in Canada on this subject in accordance with the wishes expressed by Her Majesty's Government.

CERTIFICATES TO MASTERS AND MATES.

An Act was past during the last session of Parliament respecting certificates to masters and mates of seagoing ships, registered in Canada 33 Vic., cap., 17. In my last annual report a full explanation was given as to the necessity which existed for such a measure, and the steps which had been taken to ensure its accomplishment. The great difficulty which had previously stood in the way of the establishment of a system of examination and granting certificates to masters and mates in the Maritime Provinces, was the want of recognition of such certificates (if they had been granted), by the authorities in the United Kingdom, as the law required that vessels clearing from ports in the United Kingdom for ports abroad, must have masters and mates with certificates of competency or service. The British Government, however, were induced on representations made by the Canadian Government upon Report of this Department, to recognize such certificates, provided the examinations were conducted so as to be equally efficient with the examinations held in the United Kingdom, and to show like qualification and competency on the part of persons passing them.

Section 14 of the Canadian Act alluded to, provides that the said Act shall come into operation from and after the day not being earlier than the 1st January, 1871, appointed for that purpose in any proclamation to the effect that the same has been confirmed and approved by Her Majesty in Council. As no intimation has been received in Canada that the Act has been confirmed and approved by Her Majesty in Council previous to 1st January, 1871, it could not go into operation on that day, a delay which this Department much regretted, but which was beyond its control. It is probable, however, that it may go into operation at an early period.

The Act provides that the Governor in Council may appoint examiners to conduct the examinations, and may, from time to time lay down rules as to the conduct of such examinations. In anticipation of the Act going into operation immediately, I will recommend to the Council that there should be a Board of Examiners, consisting of a Chairman and two other persons appointed at each of the following mentioned places, viz: Montreal, Quebec, Halifax and St. John, and that the Chairman of each of these Boards should be one and the same person, moving about from place to place, as circumstances required, so as uniformity would be preserved in the proceedings of all the different Boards. I will recommend a Code of Rules and Regulations to be adopted for the examination of candidates, based on those in force in the United Kingdom for similar grades and requiring like qualifications and competency on the part of the candidates,—a copy of such proposed Rules will be found in the Appendix (numbered 24). I will recommend that Certificates of Competency should only be granted to candidates who have been reported as duly qualified by at least two members of each Local Board, of whom the Chairman shall be one.

When this important Act comes into full operation and our shipmasters and mates can feel that they can prepare themselves, and be examined in this country, and obtain certificates of their competency which will be equal for all purposes to certificates granted by the British authorities, a new era will dawn on our shipping interests, and

our ship masters, to whom there are none superior in the world, will then assume their proper and legitimate status among their compeers across the Atlantic, and when clearing their ships at a British Custom House, they need not be any longer under the humiliating necessity of evading the law and procuring substitutes with certificates of competency in order to enable them to clear their vessels, which they have frequently had to do. Under this new law and under the Order in Council which Her Majesty will no doubt shortly proclaim, as provided for by the Imperial Act, a Canadian shipmaster will be able to provide himself in his own country with a certificate of competency, which he will feel is equal to any document granted by the authorities in England, and which will be recognized by them as such, and will thereby be enabled to avoid all the trouble and annoyance which he has hitherto had to encounter when in command of his ship at any of the ports in the United Kingdom, as an uncertificated shipmaster of Canada.

I am of opinion that since the date of Confederation, there has been no legislation in Canada in connection with our mercantile marine, which will exercise such a beneficial influence on our shipping interests as the Act alluded to, and the arrangements in connection therewith, as they will place our masters and mates in an entirely different and superior position from that which they have previously occupied, and will tend to make them feel, in whatever part of the world they may find themselves, that as certificated masters or mates of the Dominion of Canada, their position and *status* as officers of the British Mercantile Marine is acknowledged and recognized, and that no legal disability debars them from taking command of any vessel in the United Kingdom, bound for any foreign or Colonial port in the world.

ENQUIRY INTO WRECKS AND REWARDS FOR SAVING LIFE.

During the calendar year 1870, the wrecks on the coasts of the Dominion and Inland Lakes have been very numerous, owing to the frequency of heavy gales and boisterous weather which prevailed throughout the year, but more especially in the latter part of it. A reference to the Returns of wrecks, both of seagoing vessels and inland shipping, which will be found in the Appendix (numbered 19), will show that the wrecks of last year were attended with considerable loss of life. These Returns do not, however, shew all the wrecks or loss of life or property which occurred on the coasts of the Dominion, as there are many cases of missing vessels relating to which this Department has not been able to obtain sufficient reliable information. In every case where official information can be obtained by this Department, relating to wrecks on the coasts of Canada, a wreck return is procured from some official of the Government in the neighborhood and forwarded to the Board of Trade with as little delay as possible; and Her Majesty's Secretary of State for the Colonies, in his letter to Your Excellency, dated 7th March last, was pleased to forward an extract of a letter from the Board of Trade, in which they expressed their gratification with the Casualty Returns from Canada and state that they are extremely well and promptly made out. Such a remark coming from that body was much appreciated by the staff of my Department. The publication of this record of wrecks will have a most beneficial influence on the Marine interests of the country, as the cause many of the

wrecks which take place on our coasts is thereby made known, and information disseminated which is valuable to those engaged in shipping. It also becomes a most important record of the Government, for reference when deciding as to the placing of buoys or the establishment of new lights and fog whistles. When this system of collecting and publishing reliable information, relating to wrecks on our coast, has been in operation for some years, it will then be ascertained by the number of disasters which occur at particular places, where the danger most exists, and in providing for new aids to navigation on our coasts, the record of wrecks properly tabulated for a series of years will point to such places as those requiring the attention of the authorities while making arrangements for new lights, fog alarms, buoys or beacons. A reference to the wreck returns in the appendix will show that the number of sea-going casualties last year amounted to 231, and the probable loss may be estimated at a sum exceeding \$550,000. The number of casualties to lake and inland vessels during last season, so far as is known to this Department, was 104, and the estimated loss \$351,000.

The number of lives lost on our coasts and in connection with Canadian vessels, so far as the returns shew, was two hundred and ten.

These figures do not include the loss of life and property in connection with the supposed foundering of the *City of Boston*, which may be estimated at nearly 200 lives, and \$400,000, including vessel and cargo.

In October last the Collector of Customs at Arichat, Nova Scotia, reported the wreck of the brigantine *Zebiah*, of Jersey, on the Cerberus rock, near the entrance of Arichat Harbor, in the track of vessels entering the Gut of Canso from the southward. He also reported that the Master of the vessel alluded to stated that on his chart the buoy to mark the rock was laid down as being to the north, but he found it to be on the south side of the rock, and he attributes the loss of his vessel to this error on the chart. On ascertaining these particulars, I lost no time in requesting Your Excellency to bring the matter under the notice of the Lords of the Admiralty, so that the necessary correction might be made on the chart by the Hydrographers' Department. Their Lordships subsequently informed the Secretary of State for the Colonies that the chart in question had been corrected, and the buoy has now been marked in its proper position.

The attention of the Department was called to the case of the wreck of the ship *J. S. Dewolf*, of St. John, N. B., which vessel foundered at sea on the 5th October last, about a thousand miles west of Cape Clear, while on a voyage from Liverpool to Philadelphia. The British steamer *Wisconsin*, of the Guion Line, running between New York and Liverpool, was passing in the neighborhood, and the Captain of the steamer seeing a sailing ship in the distance, with the signal of distress raised, changed his course and made for the sinking ship, which proved to be the vessel alluded to, with her main-mast carried away, decks entirely broken in, the life boat broken and rendered useless, while a frightful storm and a dangerous sea were prevailing at the time. When these particulars had been ascertained, Charles McDermott, the second officer of the steamer, stepped forward on deck and called for volunteers to go with him to the rescue of the sinking crew, and six men promptly manned the life-boat, inspired by

the example of their noble officer, and after great difficulty and at the imminent risk of their lives, succeeded in rescuing the Captain and crew (19 in all) of the sinking vessel from certain death. Such noble conduct was deserving of some recognition by the Canadian Government, as the persons rescued were taken from a Canadian ship, and I took the necessary steps to bring the case under the notice of the Government, and on my recommendation the sum of eighty dollars was directed by Order in Council to be appropriated for the purpose of procuring a testimonial for Mr. McDermott, and also the sum of eighty dollars for the purpose of being divided amongst the six men who composed the boat's crew which performed this service. As the steamer was registered in Liverpool the money was subsequently remitted to the Board of Trade in England, through Your Excellency, with the request that they would purchase a testimonial for Mr. McDermott, and have a suitable inscription put upon it, and present it to him on behalf of the Canadian Government; and also present the eighty dollars to the boat's crew as an acknowledgment from the Canadian Government of their noble conduct.

Under the authority of the Order in Council, I also addressed a communication to Captain Williams, the commander of the steamer *Wisconsin*, thanking him on behalf of the Canadian Government for the humanity and kindness displayed by him on this occasion.

The following mentioned cases have also been brought under the notice of Council as deserving some special mark of approval from the Government of Canada, provided the necessary funds should be voted by Parliament for the purpose. In the meantime I will recommend that a sum sufficient to defray the expense of this service be inserted in the Estimates to be submitted to Parliament at its approaching Session.

The brig *Export*, from Annapolis, Nova Scotia, foundered at sea on the 6th November last, while on a voyage from Jamaica to New York, 150 miles from the coast of Louisiana, and the crew, seven in number, were rescued by a boat's crew of the United States steamer *George Cornwall*, of New York, Samuel L. Clapp, Master. The boat's crew was commanded by Mr. Richard Hooper, the chief mate of the vessel, who, along with his men, displayed much bravery in rescuing the crew of the brig, and incurred considerable risk in doing so.

The brigantine *Anticello*, of Halifax, N.S., foundered at sea on the 31st October, 1870, while two days out on a voyage from New York to Aspinwall, with a cargo of coal, and the crew, eight in number, were rescued by a boat's crew of the United States ship *Horatio Harris*, of Boston, Benjamin Lovett, Master. The boat's crew consisted of the second mate (Wm. J. Samuels,) and three seamen, who nobly volunteered to proceed to the rescue of the crew of the sinking vessel, and succeeded, after considerable risk to their lives, in saving the crew of the brigantine.

The brig *Three Sisters* of Windsor, Nova Scotia, sailed, on the 11th September last, from St. John, New Brunswick, for Havana with a cargo of lumber, and on the 9th October, during a heavy gale, the vessel was thrown on her beam ends, the spars carried away, and the decks completely swept. After remaining on the wreck for three days, the captain, his wife, and the crew of the brig were rescued by the French barque *New*

Mexico, bound to Bourdeaux, and a week subsequently were put on board the British schooner *Brilliant*, bound for Savannah and landed at that port.

The schooner *Mathilda*, of St. Pauls Bay, Province of Quebec, left Miramichi on 29th November, and shortly after encountered a violent tempest by which her sails, rigging and masts were carried away, and she was driven helpless at the mercy of the wind and waves. After drifting about in this state for three days, she was observed by the schooner *Glen*, Captain Louis Dugal, of Isle of Orleans, who, notwithstanding that a strong gale was raging at the time, lowered his boat and, after great exertions, succeeded in rescuing the captain and crew of the wrecked vessel.

The schooner *Morning Star*, of Miramichi, while on a voyage from Cape Haytien to Boston, became a wreck, and on the 30th October last, the sole survivor of the crew, a boy named William Eddy, was rescued from the wreck by Mr. A. Coombs, the master of the American brig *Ellen Bernard*, after being nine days on the wreck, five of these being without food. Through the unremitting kindness and attention of Captain Coombs, the boy was restored from a dying condition to comparative good health.

In the United Kingdom all rewards and testimonials for saving life are given by the Board of Trade, which has special supervision in that country of all matters relating to wrecks and marine affairs generally, and when the Canadian Government decided to adopt the system in operation in the United Kingdom of granting rewards to persons who have displayed bravery in saving life at sea from Canadian vessels, the Board of Trade expressed the great gratification they felt in learning of this decision, and kindly offered to assist the Canadian Government in the matter by bringing to their notice cases coming before them, in which masters of ships, British as well as foreign, render services in saving life at sea to subjects of Her Majesty residing in the Dominion, or to the crews of Canadian vessels, either on the coasts of Canada or at sea. The Board of Trade, in the kindest manner, also intimated to the Canadian Government that they would be prepared to give their best consideration to all cases of gallantry in saving life at sea, which the Canadian Government may consider worthy of being submitted to Her Majesty for the award of the Albert medal.

This medal, up to the present time, has not been granted to foreigners, but medals of gold and silver, especially intended for foreigners, are awarded to them by the Foreign Office, on behalf of Her Majesty's Government, on the recommendation of the Board of Trade, in cases where they have shewn gallantry in saving the lives of British subjects at sea, and the Board of Trade state that any cases which the Canadian Government consider deserving of these medals, which they may think proper to refer to the Board, will also have their best consideration.

The Albert medals are of two classes, and are awarded only on the recommendation of the President of the Board of Trade, and to these only, who in saving or endeavoring to save life from shipwreck, or other peril of the sea, have endangered their own lives. The first-class medals are reserved for cases of extreme and heroic daring, and the second-class are given in cases, which, though falling within the cases contemplated by the Royal warrant instituting the decoration, are not sufficiently distinguished to deserve the first-class. Subsequent heroic acts of the kind by the owner of a medal are to be recorded by

bars attached to the riband by which the medal is suspended. The names of the persons decorated are published in the London Gazette, and a register of them is kept at the Board of Trade.

The Albert medal of the first-class consists of a gold, oval-shaped badge or decoration, enamelled in dark blue, with a monogram composed of the letters V and A, interlaced with an anchor erect in gold, surrounded with a garter in bronze, inscribed in raised letters of gold "For gallantry in saving life at sea," and surmounted by a representation of the crown of His Royal Highness, the lamented Prince Consort, and suspended from a dark blue riband, with four white longitudinal stripes.

The Albert medal of the second-class consists of the like shaped enamelled badge, save and except in this class it shall be entirely worked in bronze, instead of gold and bronze, and suspended from a dark blue riband, with two white longitudinal stripes. Each of these medals is suspended from the left breast.

SUBSIDIES TO STEAMERS.

In some few cases where the existing traffic and the amount allowed by the post office authorities for carrying the mails, have not been considered by the Government and Parliament of Canada sufficient to keep up steam communication between certain places where it was desirable that the trade should be encouraged and developed and facilities furnished or passenger traffic, special subsidies have been voted for the purpose and the control and management of such subsidies have been placed in this Department.

Under a contract made between the Government of Canada and the Quebec and Gulf Ports Steamship Company, the sum of \$750 is paid by the Government to the company for each round trip of their boats from Quebec to Pictou, Nova Scotia, and back to Québec, touching at Father Point, Gaspé, Percé, Miramichi, and Shediac. A provision is inserted in the contract under which the boats may be required by the Postmaster General to call at Charlottetown, Prince Edward Island. Once a fortnight and sometimes once a week one of their boats, while on her voyage from Quebec to Pictou and back, runs up the Bay Chaleur to Dalhousie, touching at Paspebiac and other intermediate points if business offers. The steamer selected for this side service generally runs up the Bay both on her downward and upward voyage, which affords an excellent opportunity to the traders in that locality to receive their supplies from Quebec and to send their fresh salmon and other fish up to Quebec once a fortnight, thus tending to develop the trade and resources of that fine bay. For this side service a small sum ranging from \$50 to \$100 is paid in addition to the amount above named for the voyage from Quebec to Pictou and back.

In the Appendix (numbered 23), will be found a statement shewing the number of trips made by each of the boats of the company, the time of starting and arrival at each place, and extracts from their log books shewing the state of the weather and the cause of detentions on the voyage, &c.

The time of leaving Quebec last season was Tuesday afternoon at 4 o'clock and the time of arrival at Pictou was generally Saturday afternoon or Sunday mornings. The time of leaving Pictou was Tuesday morning at 7 a.m., and the time of arrival at Quebec was generally Saturday mornings.

Their steamer *Secret* is a fast iron boat propelled by paddle wheels and has generally performed the side service in the Bay Chaleur. Their steamer *Gaspé* is an iron-screw vessel, and although not so fast as the *Secret* is considered to be a good sea-boat. The time taken by the *Gaspé* to perform the voyage when not running up the Bay Chaleur is about the same as that required by the *Secret* to perform the voyage including the side service.

The company, some time ago, procured a fine iron paddle steamer, subsequently named the *City of Quebec*, and fitted her up in a superior manner for the purpose of placing her on this route, so that they might have a reserve boat in case of accident, to keep up the line with certainty, but unfortunately last spring while making her first voyage of the season she came into collision near Green Island, about 100 miles below the City of Quebec, with the ocean steamer *Germany*, and sunk in deep water. Soon after the loss of the *City of Quebec* the company purchased another iron screw steamer named the *Georgia* to replace the *City of Quebec*, and during last season she was chiefly employed running between Montreal, Pictou, and Charlottetown, Prince Edward Island. The Department has been informed that the company is making arrangements to procure additional steamers for the purpose of still further developing the trade between Montreal and the Lower Provinces.

The amount paid by the Government to this company for the performance of the service alluded to, under their contract during the season of 1870, was \$23,850. The amount voted by Parliament as a subsidy for the purpose of keeping up steam communication on this route, and the development of the trade in that section of the Dominion, irrespective of the Post Office service, was \$15,000, which sum was paid by this Department on proof being produced that the service had been satisfactorily performed. The balance of the account, viz, \$8,850 was paid by the Post Office Department, as their contribution to the boats for carrying the mails. A reference to the statement in the appendix shewing the time made by those steamers during last season, will shew that the service was well performed, considering the long distance of the route, and the number of places of call on the voyage.

The amount paid by the Government to this company, for service performed during the season 1869, was \$23,900, of which \$15,000 was assumed and paid by this Department and \$8,900 by the Post Office Department. For the season of 1868, the sum of \$16,500 was paid to them for subsidy and post office service of that year.

Previous to the 1st July, 1867, when the British North America Act confederating these colonies took effect, a contract existed between the Prince Edward Island Steam Navigation Company and the Government of Nova Scotia, under which that company was to be paid the sum of \$1,600 Nova Scotia currency for running their steamers between Charlottetown and Pictou twice a week, and if required between Charlottetown and Harbor Boule twice a week, and carrying the mails and passengers between these places. Under that contract, this amount was assumed by the Canadian Government and the money voted by Parliament and paid to them through this Department, as it was considered a subsidy, more for the purpose of developing the trade than for carrying the mails. The Prince Edward Island Government also gave a similar subsidy. During the season of 1860, this company also extended

the route of their steamers from Pictou to Port Hawkesbury in the Straits of Canso, for which Parliament voted the sum of \$1,400 Canada currency. This subsidy being intended for the development of the trade and accommodation of that locality and not for postal service was paid through this Department. The total amount this company received for the performance of these services during last fiscal year, was \$3,038 36 Nova Scotia currency, or \$2,956 16 Canada currency. The amount paid them during the fiscal year year ended 30th June, 1869, for services under their contract alluded to, was \$1,600 Nova Scotia currency. The contract was entered into in February, 1864, and was to run ten years terminating in May, 1874.

During last fiscal year the sum of \$1,500 was paid to the Government of New Brunswick by this Department, to reimburse it for that amount which it had paid to the same company for services performed by their steamers in keeping up steam communication between Prince Edward Island and Shediac in New Brunswick from 1st July, 1867, to the close of the season of 1868. This was also considered a subsidy for the facility and development of trade although the steamers carried the mails and passengers at the same time. It was paid under an agreement made by the company with the New Brunswick Government under which they were to receive \$1,000 per annum for two trips per week between Prince Edward Island and New Brunswick commencing in the spring of 1864, and terminating at the close of the season of 1868.

Under an agreement which existed previous to Confederation the sum of \$400 Nova Scotia currency has been paid by this Department as a subsidy for keeping up communication by a schooner between Pictou, Nova Scotia, and the Magdalen Islands, and also for carrying the mails and passengers between these places. This amount has been duly voted by Parliament for this service.

STEAM FOG WHISTLE AT CAPE RACE.

In the last Annual Report of this Department an explanation was given of the correspondence and negotiations which had been carried on between the Government of Canada, the Secretary of State for the Colonies, the Board of Trade, and the Lords of the Treasury, relating to this much required aid to the navigation between Europe and American Ports on the northern portion of this continent. In accordance with my recommendation the Government of Canada urged, on the notice of the British Government, the great importance of placing a steam fog whistle alongside the lighthouse at Cape Race for the purpose of preventing serious accidents to life and property during the continuance of dense fogs which frequently prevail there. The Board of Trade who have control of all such matters in the United Kingdom, inclined to the opinion that it would be better for the British Government to forego the balance of their claim still unpaid against Cape Race Light, on condition that it should be taken over and maintained for the future by the Colonial Government. The Lords of the Treasury, however, were of opinion that the present arrangement should continue until the balance of the debt is paid off; but they had no objections to adopt the recommendation of the Government of Canada, and sanction the erection of a steam fog whistle at Cape Race, on the understanding that the dues for Cape Race Light should be slightly increased. The Board of Trade

then stated their opinion that while they considered it inexpedient to raise the dues for Cape Race Light, they were ready to forward any arrangements by which the debt to the Imperial Government on account of the light may be discharged, and the management of the whole affair placed as speedily as possible in the hands of the Colonial authorities.

The principal difficulty, however, in carrying out the views of the Board of Trade in this matter was this, that while it was very desirable to place the Cape Race Light and erection of the proposed steam fog whistle in the hands of the Colonial authorities instead of the Board of Trade, it could not be expected that the Government of Newfoundland, on whose territory the light is placed, should maintain these services for the benefit of the shipping of all nations without the power of collecting a tax for them, and still less could it be expected that the Government of Canada should erect and maintain expensive steam fog whistles in another colony where they have no jurisdiction, for the benefit of the shipping of the United States, the United Kingdom, and other maritime countries, without the power or authority to collect tolls from the passing shipping for the maintenance of these services. The Board of Trade and the Lords of the Treasury subsequently agreed to sanction the expenditure of \$4,000 for the erection of a fog whistle at this place, and when it is in full working operation and the trade have begun to derive benefit therefrom, the Board of Trade will take the necessary steps for procuring an order by Her Majesty in Council to raise the existing tolls of Cape Race Light from one-sixteenth of a penny per ton to one-twelfth of a penny per ton.

The Board of Trade have also requested the Government of Canada to communicate with the Government of Newfoundland on the subject, and to act in concert with them for the purpose of forming detailed plans and estimates of the work, to be forwarded to the Board of Trade for approval.

These plans and estimates have now been procured by this Department, and will be immediately forwarded to the Government of Newfoundland previous to being sent to the Board of Trade for approval. When the necessary arrangements have been made, and the approval of the various interests secured, I am in hopes that this much needed aid to the northern Atlantic Ocean navigation will be immediately proceeded with, and that ere many months elapse, a steam fog alarm of the most powerful description in the world will during the dense fogs which prevail on the coast of Newfoundland, warn vessels, approaching too near these dangerous rocks, of their position, and thus probably save them from impending destruction. The Department is of opinion that the fog alarm alluded to, for which plans have been prepared will be distinctly heard, under favorable circumstances, a distance of thirty miles, and under the most unfavorable circumstances a distance of six to eight miles. In the most of cases a warning of six to eight miles would be quite sufficient to enable vessels to change their course and avoid the danger.

Coasting Trade.

In my last Departmental Report an explanation was given of the state of the coasting trade of the Dominion and the steps which were then being taken by this Department to place it on a proper footing consistent with the interests of our own people who are

engaged in that trade. Since the date of that report the Bill which I had been authorized to prepare and submit to Parliament has become law, and under that Act no foreign vessels will be allowed to carry goods or passengers between any ports or places in the Dominion, unless allowed to do so, by order of the Governor in Council, who has power under the Act to open the coasting trade to the shipping of any foreign country in which British ships and vessels are admitted to the coasting trade of such country.

This Act will have a beneficial effect on our maritime interests and a tendency to encourage and build up a seafaring population on our coasts, without which no country can become a great maritime power. Foreigners will not now be allowed to participate in our coasting trade except under the reciprocal arrangements mentioned.

THE FISHERIES.

It is with sincere gratification that reference is made to the improved state and abundant yield of the Canadian fisheries during the past year. Their general condition and increasing productiveness are most satisfactory. In many instances the produce has nearly doubled that of last season. The prosperity of the fishing population in different parts of the country and the consequent revival of our fish-trade, are justly ascribed in a great measure to the excellent fishery laws enacted by Parliament and the judicious system of protection and regulation which the Government have carried out conformably with such enactments.

The beneficial effect of these measures on the river fishings throughout the Dominion is especially noticeable.

STATISTICAL RETURNS.

The tabular statements, forming part of the appendices to this report, exhibit in detail the products of the several fisheries and their values and destination, and the annexed returns of the respective fishery officers afford other particulars and information relative to this important industry.

VALUE OF FISH PRODUCTS.

The annual increase of yield and enhanced value of the produce from our fisheries show how rapid and extensive has been their development. Without reckoning at all the catch by foreigners, the actual value for exportation of the produce of our waters in the Confederated Provinces now exceeds seven millions of dollars, nearly doubling in ten years.

The labor and capital engaged in them have correspondingly increased. A few years more of efficient protection to the inshore and inland fisheries of Canada, as well from domestic injury, as against intrusion by foreigners, will doubtless favor the further development of this valuable resource.

FISHERY COLLECTIONS.

The sums actually collected in the course of the fiscal year were as follows :

<i>Ontario</i> .—Collections as fishery rents, license fees, fines and forfeitures.....	\$6,165 56
<i>Quebec</i> .—Collections as fishery rents, license fees, and fees on licenses to foreign fishing vessels, fines and forfeitures.....	7,997 21
<i>Nova Scotia</i> .—Collections as fees on licenses to foreign fishing vessels, trap-net license fees, fines and forfeitures.....	1,373 24
<i>New Brunswick</i> .—Collections as fishing rents, taxes on salmon nets, licenses to foreign fishing vessels, fines and forfeitures.....	1,086 42
Total.....	\$16,622 43

NOTE.—Among the above collections is reckoned a sum of \$2,041 61, as the amount realized for licenses issued to foreign fishermen during the December quarter of the fiscal year.

EXPENDITURE.

The amount expended for the fisheries service, during the fiscal year, was \$43,263 30.

This sum is apportioned as follows :

<i>Ontario</i> .—Overseers' salaries and disbursements, fish breeding, &c., &c., &c....	\$ 8,435 33
<i>Quebec</i> .—Overseers' salaries and disbursements, maintenance of <i>La Canadienne</i> , &c., &c.....	16,410 56
<i>New Brunswick</i> .—Overseers' salaries and disbursements, &c., &c.....	8,422 63
<i>Nova Scotia</i> .—Overseers' salaries and disbursements, &c., &c.....	9,994 78
Total.....	\$43,263 30

MARINE POLICE CRUISERS.

The granting of annual licenses to foreign fishing vessels to prosecute the inshore fisheries, under the statutes, 31 Vic., Cap. 61, and 33 Vic., Cap. 14, having been discontinued by the Government, it became necessary to organize a municipal force to defend our fishing interests within the provincial boundaries, and to co-operate with Imperial cruisers engaged in preserving order in British waters.

This Department was authorized by Orders in Council to charter and outfit suitable sailing vessels for such service, and after due publicity, tenders were accepted for six schooners. These were properly manned and equipped as cruisers of the Marine Police—cruising stations were assigned to them—and as early as possible in the season they were placed on duty. The officers in command were specially instructed respecting the importance of the service and the delicacy of their peculiar operations. The official instructions explained clearly their powers and duties, and they were strictly enjoined to exercise and perform both with discretion and firmness. They were instructed also that a moderate and forbearing spirit must pervade all of their proceedings. The fishing officers were commissioned likewise as preventive officers in Her Majesty's Customs to empower them to enforce the Trade and Navigation Laws, and to enable them to take cognizance of such matters connected with illicit traffic among both foreign and domestic vessels as might come under their notice. This combination of duties has been a means of discovering and

checking certain fraudulent and evasive practices, which have for several years past inflicted serious injury on legitimate trade. The presence of so many foreign fishing vessels along our coasts and the ingenuity of the parties interested have heretofore enabled them to elude the customs' officers who are stationed on shore.

Anterior to the Reciprocity Treaty similar frauds and evasions prevailed to a very serious extent, and were but inefficiently checked by the Provincial Revenue Cruisers.

United States fishing vessels, outfitted expressly for the inshore fisheries, after obtaining British registers under pretended transfer from the original foreign owners to residents in the Provinces, were constantly fishing side by side with British fishermen. The practice was seriously detrimental to our maritime industry and retarded the growth of our fishing marine.

Since the revival of protective operations under the statutes affecting foreign fishing vessels, this dual mode of evading the customs' laws and infringing our fishery rights has also revived.

There are so many pretences for passing in and out of our bays, ports and harbors, at all times, in connection with the fishing pursuits of foreigners, and so many Canadian vessels are now mixed up with the American fleet, that it has been found impracticable to detect such frauds and evasions, except through the agency of a marine force, dealing at the same time with foreign vessels under the fishery laws.

The Cruisers of Marine Police have therefore proved at once the most effective and economical.

In the course of the season the commanders of Government vessels employed in this service have boarded about four hundred American fishing vessels actually within a marine league of the coast. Although a majority of these schooners were thus frequenting our ports, bays and harbors, for legitimate purposes, a considerable number were examined under circumstances of suspicion. The officers, however, in obedience to the extreme caution and forbearance enjoined upon them, have desisted from detaining any of them on apparent grounds, or existing facts in the least degree of a questionable nature. Whenever their presence has appeared to be equivocal, and in every instance where the excuse offered was even colorable, they have been merely warned off, or required to fulfil the alleged purpose with due diligence and convenient dispatch. There does not appear to be a solitary instance of any American fishing vessel having been denied every reasonable facility in the enjoyment of treaty rights secured to United States citizens.

A summary of the seizures effected by Her Majesty's cruisers and the Marine Police, will be found amongst the appendices to this report. The statement embraces captures made both for infractions of the Fishery Laws and evasions of the Customs' Acts and Regulations. It also exhibits the causes of detention in each case.

The whole cost of maintaining this force amounts to \$69,684. In the above sum is included the price (\$2,775 95) of the condemned fishing schooner *S. G. Marshall*, which was purchased at auction in Charlottetown, P. E. I., on behalf of the Government. The proceeds from sales of other confiscated vessels will be reckoned in transactions of the current fiscal year.

The necessity which exists for seizing and confiscating private property and interrupting the pursuits of a hardy and adventurous class of persons, is sincerely deplored. It is deplorable for various reasons, but chiefly because its inexorable effect on the fortunes of individuals whose property and pursuits are involved, cannot fail to be more or less irritating, and through the sympathy of communities affected by such losses, to disquiet the public mind generally and gradually to engender national ill-will. The responsibility for occurrences and influences so little calculated to promote the mutual friendship which exists between neighboring peoples, would not of course devolve on Canada, while fairly maintaining her undoubted rights and exercising her privileges for the benefit of her inhabitants, and the preservation of her trade. In so far as the owners of captured vessels and fishermen are concerned, it might be said that they accept the risk in reckoning the gains of fishing clandestinely within our exclusive limits and resorting persistently to our bays and harbors for purposes not contemplated by any conventional stipulations or commercial usage, and that therefore they voluntarily disentitle themselves to lenient consideration on the part of Canadians, whose rights they invade, whose resources they diminish, and with whose industrial interests they seriously interfere. Still, it must be admitted that the ruinous consequences of a state of things which subjects industrious and enterprising men from adjacent states, engaged in the fishing business, to the possible confiscation of their effects, the imposition of pecuniary penalties, or the loss of their voyages can scarcely be thought undeserving of sympathy. The duty thus forced upon us is rendered none the less painful by the fact of our having made patient and liberal efforts to avoid the necessity which we deplore. The fact is, that American fishermen cannot successfully prosecute the Gulf Fisheries without using our inshore waters, nor without frequenting our bays, ports and harbors. These privileges we really cannot, in justice to our trade and the avocation of our own seaboard population, permit any foreigners to use without some adequate equivalent. Practically, therefore, it rests with Americans themselves to prevent the disasters to which their fishermen are exposed, and to avert the irritation which an active defence of our own natural advantages seems necessarily to occasion, after making every reasonable allowance for the temper of persons who, having lost their property and been deprived of the fruits of their toil, not unnaturally feel that somehow or other they are aggrieved, and turn against the immediate agency of their disaster, it certainly does appear strange that an intelligent and practical people should fail to perceive the injustice of devolving on their neighbors any responsibility whatever for the results of a mere municipal system which obtains as the necessary consequence of an illiberal policy which they themselves have adopted and enforced through their own rulers.

The shortest way to avoid all troubles is, of course, to abstain from trespassing. That at once obviates all difficulty. The next and only alternative is to make a fair bargain for the use of privileges which are indispensable to their fishing interests. Canada has not the least desire to injure or destroy the American fishery, and Canadians have, in fact, done nothing to warrant such an inference. The popular idea that we do not admit them to a free use of our inshore fishing grounds, either in retaliation for abrogating reciprocity, or in order to coerce the United States Government in the direction of reciprocal free

trade, is an utterly erroneous assumption. We simply deny them the continuance of valuable benefits for which they have ceased to afford us any equivalent. The coincidence which renders such an erroneous inference from our policy and proceedings at all plausible, should be easily distinguished from this simple and just principle.

There remains at present in active service only one of the chartered schooners, the *Water Lily*, stationed in the Bay of Fundy, where foreign fishermen resort to our waters to fish in the winter time. An immediate result of protection in this quarter has been the purchase of large quantities of fish caught by Canadian fishermen and sold to Americans, instead of being taken by the latter *free* as formerly.

The value of the fish thus disposed of direct by our people, during the fall and winter months, is ascertained to be upwards of \$50,000.

With reference to the number of cruisers of the Marine Police force to be maintained during the ensuing season, it is desirable that they should not be less in number than last season.

Their services would be rendered still more effective by furnishing the cruisers with whale-boats, to be manned by crews of picked men, for the purpose of moving about among the fishing vessels in the night time, and detecting those who fish under cover of the darkness close along shore. The officers and crews could, after such detection, lay formal complaint for trespass, and be available as witnesses in the event of subsequent seizure.

In this connection, as well as regarding the efficient manner in which the service has been performed by the small number of vessels employed, the undersigned has the honor to refer to the following despatch from Vice-Admiral Wellesley, addressed to Your Excellency in September last :—

Royal Alfred,

HALIFAX, 27th September, 1870.

SIR,—Being on the point of relinquishing the command of this station, the duty of reporting the result of the measures adopted during this season for the protection of the Canadian Fisheries will devolve on my successor ; but I cannot refrain from bringing to Your Excellency's notice that the few Colonial schooners which have been employed on the Fisheries this year have been of great use in preventing American fishermen from violating the law by fishing within the three mile limit, and it is my opinion that it would be most advisable to increase this force next year to at least two schooners on each fishing station, so that one might always be in company with the respective fleets of fishing vessels.

I have, &c.,

(Signed), GEORGE S. WELLESLEY,
Vice-Admiral.

His Excellency the Right Hon.

Sir John Young, Bart., G.C.B., G.C.M.G.,

&c., &c., &c.

Vice-Admiral Fanshawe also suggests that an adequate Colonial preventive force should be employed.

Season reports of the commanders of Her Majesty's vessels, received through Vice-Admiral Fanshawe, and the reports of fishery officers in command of the Canadian vessels employed by the Government, will be found in the Appendices.

RESERVATION OF WATERS.

The setting apart of places adapted to the natural propagation of fish has proved of great benefit to the coast and inland fisheries. Spawning grounds which were reserved at the southern head of Grand Manan Island in the Bay of Fundy for herrings, have caused an immense increase of that fish. This improvement has attracted American fishermen to the neighbourhood and their persistent endeavours to obtain their customary supplies of bait impose on the Department extra outlay to protect the inshore fisheries in that locality.

OBSTRUCTION AND POLLUTION OF STREAMS.

The artificial obstructions to the ascent of fish in our streams consist chiefly of mill-dams. These structures do not invariably require fishways to admit of fish surmounting them, as in some cases their height is not such as to render the barrier impassable, and in others the absence of migratory fish renders such an addition unnecessary. It is only after a careful examination of each locality that the Department can discriminate between streams requiring fishways and those which may be exempted. Many cases of the kind have been enquired into and wherever necessary the mill-owners have been called upon to construct efficient fishways.

Natural impediments which existed in certain salmon rivers have been removed, thereby affording access to extensive breeding grounds in their headwaters.

The habit of discharging the refuse from manufactories into public waters is a very serious evil. Where it prevails on streams frequented by fish, the fishery laws are adequate to its correction; but as regards making our navigable waters the convenient receptacle for mill offals to the detriment of navigation, the abuse cannot be readily reached by the same laws. The milling interest being of such momentary importance to the country, it commands more attention than either the fishing privileges or rights of navigation pertaining to the public. It is exceedingly difficult to deal with an enlarged industry of a lucrative and ramified character, when the object is either to promote what seems at the moment to be any general or secondary interest, or to insure public rights against some contingency more or less remote. This difficulty is much increased where any minor pursuit has been already practically destroyed by the operations of the major interest. In the case of streams in which the feeding and breeding places of fishes are now almost destroyed by accumulations of sawdust and mill-rubbish, the strict enforcement of the provisions of the statute enacted for the preservation of the fisheries does not

seem to be justified by the circumstances, there appearing to be no practical public benefit commensurate with the inconvenience and expense to individuals which attend compliance with such prohibitions.

The navigation of these waters is, nevertheless, of vast moment, and ought to be defended by special legislation. This Department not being charged with the duty of maintaining the channels of streams in a navigable condition, cannot, under the existing laws, directly prevent practices detrimental to navigation. It is highly desirable that the attention of Parliament should be directed to the permanent damage which threatens the future navigation of some of our principal rivers and harbours from this cause.

FISH CULTURE.

The success that has attended the artificial hatching of fish at Newcastle and Galt, in Ontario, and on the Moisie River in the Province of Quebec, leaves no room to doubt the benefits that must accrue from the prosecution of similar enterprises in other parts of the Dominion.

At Wilmot's Creek, Newcastle 150,000 young salmon were, during the season, let loose from the establishment under Mr. Wilmot's charge. These were distributed among several streams emptying into Lake Ontario, selected with special reference to the facilities they offered for spawning grounds. Next season other rivers will receive attention. It is impossible to overestimate the importance of such results. In April of last year, several thousands of vivified salmon eggs were forwarded from this establishment to Augusta, in the State of Maine, where they arrived with scarcely any loss, and this has led to several applications from other quarters for ova to restock the depleted rivers in the United States. The ova laid down in the hatching troughs last fall, numbering about 350,000, present a much more healthy appearance than those of the previous season; a larger percentage are showing signs of life and vigour, and from present appearances there is every prospect that another brood of over 300,000 young fry will be hatched out in the months of April and May. The difficulty in procuring skilled assistants to help in the work of expressing the spawn and milt, has restricted the number of ova that might otherwise have been procured, but measures are in progress to overcome this difficulty, by an ingenious arrangement, adopted by Mr. Wilmot, to procure fecundated eggs from artificial spawning beds. Should this be successful, the work of fish culture can be carried on to an extent limited only by the capacity of hatching houses to accommodate the ova.

The trout-breeding establishment of Messrs. Brown and Co., at Galt, has been completed during the past year, and is now in successful operation. There are about 10,000 parent trout in the main pond, and 6,000 healthy and promising fry lately hatched out in the raising troughs. There is every reason to believe that this enterprise will be a complete success, and encourage still further adoption of the example in fish-breeding as one of the industrial resources of the country already set by Mr. Wilmot's experiments.

The operations in salmon hatching on the Moisie River, under the management of Mr. Holliday, have also succeeded. Early last spring, about 120,000 young salmon were hatched out from ova laid down the previous fall; last autumn 200,000 more ova were laid down in the hatching troughs. These now show every sign of healthy development, and the percentage of loss, it is anticipated, will be very inconsiderable.

The importance of introducing these establishments into Nova Scotia and New Brunswick, where so many rivers, once prolific of fish, have become exhausted by illegal fishing, or deserted in consequence of impassable dams without fishways, preventing the parent fish from reaching their spawning grounds, cannot be too highly estimated. The mere restocking of exhausted rivers, thus restoring vast nurseries for fish, would, in a very few years add largely to the value of the coast fisheries, while the introduction of a new field of industry—one having for its object the direct increase of the source of boundless wealth—cannot fail to aid largely the development of the country. These objects are well worthy the attention of Parliament, and demand liberal encouragement.

EXTENT AND INTRINSIC VALUE OF THE BRITISH NORTH AMERICAN FISHERIES.

There is no country in the world possessing finer fisheries than British North America. As a national possession they are inestimable; and as a field for industry and enterprise they are inexhaustible. Besides their general importance to the country as a source of maritime wealth and commerce, they also possess a special value to the inhabitants. The great variety and superior quality of the fish products of the sea and inland waters of these colonies afford a nutritious and economic food admirably adapted to the domestic wants of their mixed and laborious population. They are also in other respects specially valuable to such of our people as are engaged in maritime pursuits, either as a distinct industry or combined with agriculture. The principal localities in which fishing is carried on do not usually present conditions favorable to husbandry. They are limited in extent and fertility and are subject to certain climatic disadvantages. The prolific nature of the adjacent waters and the convenience of their undisturbed use, are a necessary compensation for defects of soil and climate. On such ground alone the sea and inland fisheries to which British subjects have claims on this continent, are of peculiar value, and as regards particular sections of the country, the benefits of sole privilege of fishing are practically speaking an almost vital necessity.

Whether, therefore, we regard them as being abundant and important for domestic subsistence, or in their much larger import as a valuable resource, capable of ever increasing development and limitless reproduction, employing an amount of capital reckoned by many millions of dollars, and engaging the labors of hundreds of thousands of persons,—encouraging maritime pursuits, fostering the commercial marine, promoting foreign trade, keeping always and productively in active training an independent spirited class of sea-faring men,—the teeming waters around the coasts of the British North American

possessions, and those which form their great lakes and magnificent rivers, present to our view a national property richer and more perpetual than any mere monied estimation could express.

It is in the highest degree gratifying to find that British subjects are becoming every year more and more alive to their vast importance, and that Canadians especially are now more than ever anxious to preserve them as the finest material portion of our Colonial heritage.

The fact of foreign nations having always clung with such tenacity to every right and common liberty which they have been enabled to secure in these fisheries, and the eagerness which foreigners manifest to establish themselves in the actual use of such extensive and lucrative privileges, constitute the best extrinsic evidence of the wide spreading influence of their possession and the strongest testimony to their industrial and commercial worth.

VALUE OF FISH CAUGHT BY BRITISH AND AMERICAN FISHERMEN.

The aggregate value of the fish products of the Provincial Fisheries is nearly seventeen millions of dollars, (\$17,000,000), and it is susceptible of being increased to a very much greater value.

Americans employ—tonnage varying—between eight and eleven hundred vessels in these fisheries. Their estimated annual catch, chiefly within the three mile limit, is valued at about eight millions of dollars. The probable value of capital embarked in carrying on the inshore fisheries is computed at nine millions of dollars. Thus making a total interest of some seventeen millions of dollars.

Under the Reciprocity Treaty the quantity of fish caught by United States fishermen was more than double their catch prior to 1854. While the licensing system was in force, their operations being somewhat restricted, the catch diminished; and last season the exclusion of American fishing vessels from the inshore limits of a marine league from the coast, and the denial of certain facilities for prosecuting the fisheries around our shores just outside of the boundary, have caused a further serious decrease, the major part of the fishing fleet having returned with little more than half fares, and many vessels almost entirely failed to procure cargoes.

PROTECTION OF THE INSHORE FISHERIES AGAINST ENCROACHMENTS BY FOREIGNERS.

In the next preceding paragraph mention is made of the immediate effect produced on the interests of United States citizens through the protective measures adopted by these Colonies with the approbation and assistance of Her Majesty's Government and Imperial vessels of war. There is a general concurrence of opinion that the active exclusion of foreign fishermen from the waters of Canada has enabled Canadian fishermen to pursue their calling to much greater advantage than formerly. This has been the case both as respects the quantity of fish caught and the prices obtained. The various

suggestions which have been made from time to time through Your Excellency, for the more effectual protection of these fisheries against foreign intrusion, have therefore proved of material benefit to the country. Should it be found advisable to further protect our fishery rights in the full measure contemplated by treaty stipulations, there is every reason to anticipate still more beneficial results. If Canadians can be assured of the permanence of such comparatively undisturbed occupation of their inshore fishing grounds as they are now beginning again to enjoy, a powerful impetus will doubtless be given to the fish trade for which the maritime provinces are so favorably situated.

TRADING BY UNITED STATES FISHING VESSELS.

Considerable inconvenience has been caused by the practice of American fishermen trading along our coasts and in our ports and harbors, in connection with and in support of their fishing operations.

The specific purposes for which American fishing vessels may avail themselves of certain of our bays and harbors, in virtue of the treaty of 1818, are distinctly described in the Convention. These objects are, to obtain shelter, effect repairs, buy wood and procure water, and "for no other purpose whatever." But notwithstanding this definite restriction, the majority of United States citizens engaged in the fisheries, finding it to their own advantage to supply themselves in our limits with requisites for the fishing voyage, and with materials needed to carry on their business, endeavour to deal with traders and inhabitants at various places along the coast, and even without reference to our customs' regulations. The revenue officers and other authorities have persistently denied this privilege. Its practical effect would be to extend indefinitely the precise rights secured to them by treaty. Besides which, it places them in such a favorable position as to destroy competition between the proceeds of their fishing and those of our fishermen in foreign markets, particularly in those of the United States. It likewise offers excuses and affords opportunities for lingering about our inshores and fishing in a clandestine manner. The responsibility and cost of watching foreigners under such indefinite circumstances, would be a most unwarrantable tax on Canadians. The trifling benefits accruing to a few persons in the localities to which American fishermen resort for outfits, are comparatively of but little moment to the community at large, and afford no direct or indirect compensation to our own fishermen, either for the competition of strangers or for the advantage it adds to their already protected industry of United States fishermen in their home market. On the contrary, it is a positive injury to the local fishermen. It increases the demand for the very articles he most needs to carry on his own fishing and support his family, and by increasing the purchase price of such necessities literally adds another tax to the almost prohibitory duties which he must pay at the same United States ports, where these privileged strangers again meet him and the produce of his labor on most unequal and discriminative terms.

The purchase of bait in our ports and harbors has become an urgent necessity to American fishermen. Its scarcity on their own coast, and the superiority of fresh material obtainable in the vicinity of their fishing, or readily preserved in ice, for which they also improperly trade ashore, make the liberty to procure it of great consequence to them. This freedom of trading for bait and fishing supplies Americans cannot lawfully enjoy under the Convention, and as a matter of justice to Canadians, they ought not to be allowed to enjoy it without affording us some equivalent. The kindred practice of fishing vessels entering our ports to tranship fish cargoes, was certainly never contemplated by any treaty arrangements. Indeed, the habit, like many other conveniences enjoyed by them under the Reciprocity Treaty, and in excess of what it provided for, dates back but a few years. It no doubt very much promotes their convenience and enhances the value of their fishing pursuits in the Gulf and River St. Lawrence by enabling them to procure ready and seasonable supplies of bait and to obtain cheaper stores than they can buy at home. The recent establishment of a steam coast service along the shores of the British American Provinces communicating with ports of the United States, and the facilities which our railway system affords, present profitable inducements to American fishermen to use our ports for the transshipment and forwarding of cargoes, and enable them to keep their vessels on the fishing grounds, instead of carrying home their fares themselves, several hundreds of miles, which they were formerly obliged to do, thus causing a break in their fishing. It also opens the door to illicit traffic and to abuses affecting our trade and navigation laws. A clear distinction ought to be drawn between trading and fishing vessels. If in the former capacity American schooners enter at our customs ports and pay duties, they can claim all the privileges and immunities accorded to traders. But no combination of these pursuits should be tolerated under existing circumstances; while we cheerfully accord to foreigners all the rights and privileges to which they are entitled, the interests of our people demand that we should carefully guard our exclusive privileges from foreign encroachment, more especially when such foreigners practically deny our fishermen an opportunity for fair competition in their markets.

LAWS RELATING TO FOREIGN FISHERMEN AND FISHING VESSELS.

The laws enacted to give effect to our exclusive fishing rights are derived from the treaty of 1818 and framed on the model of the Imperial Statute ratifying that Convention. They are identical in principle and almost alike in their operation, though somewhat less stringent. The regulations based on them have carefully preserved the spirit of the treaty and conformed to the provisions of the Act. These instructions are predicated on the system of protection which existed in the maritime Provinces up to the year 1854, when the Reciprocity Treaty put both laws and regulations in abeyance. Certain features of these laws have been warmly objected to by Americans, but the clause most strongly condemned, bears a close analogy to the provisions of the Customs laws of Great Britain and the United States, rendering a vessel "hovering" within certain bounds liable to examination by a public officer. The Canadian Acts affecting foreign fishermen are at present enforced only within three marine miles of the coast.

INTERPRETATION OF THE TREATY OF 1818 BETWEEN GREAT BRITAIN AND THE
UNITED STATES.

There is no dispute about the exclusive right of fishing within the space of a marine league, measured from low water-mark, all around the sea coasts of Canada. It is to our exclusive claim of "bays, creeks or harbours" of spacious dimensions as within territorial limits, that the United States take exception. The recognized mode of defining the geographical water boundaries of every country is by imaginary lines drawn from one headland to another at points forming the entrances to these indents. Americans claim an exception to this rule merely on the ground of necessity and permissive usage, and we simply claim the same construction of International law as applicable to our bays, coasts and headlands as they apply to their own, and such as is universally recognized by all civilized nations, and under these laws and practices their claim is groundless. But the growing necessities of their fishermen magnify such pretension. Their shore fisheries are rapidly declining, having been abandoned for successive years to the greed and ingenuity of enterprising fishermen. Ours are protected and prolific. There is something therefore more vigorous and tenacious, if not stronger, than a sense of just right—the conviction of present interest and the prospect of future deprivation—impelling them to adhere to such an extravagant claim. Canadians also perceive that, in addition to their rightful possession and legal title, the fortunes of their young country depend in some measure on the retention and development of almost every acre of the marine fields around their coasts. Hence our anxiety to retain our own is as great as that of our foreign neighbors to participate in our coveted wealth, and we claim for our people the same exclusive right to control the fisheries within the three mile limit that we do to control the mines, or the timber, or the soil of our country.

THE HEADLAND DISPUTE.

The controversy which has hitherto prevailed on this point was unhappily revived by the American people at the same time that they forfeited the common privileges accorded to them in our inshore fisheries by the Reciprocity Treaty. Great Britain not being desirous at the moment to renew the discussion on the interpretation in this particular of the fishery article of the treaty, and in the belief that some fair trade arrangement would be arrived at between the United States and the Provinces, saved the right without enforcing it. The American fishermen have therefore enjoyed the privilege of using our principal bays for fishing purposes without any compensation, and even while their customs tariff excluded British caught fish from the United States market.

This disputed point involves far more than a mere question of abstract right. Apart from the principle on which our claim is founded, there are important considerations of practice and a fact which require that Canada should omit no endeavor to maintain a strictly legal construction of the convention of 1818. The situation of our large bays is, in many respects, quite peculiar. Their most natural definition is between headlands. The great distance to which they indent the mainland, and the numerous coves and places of shelter and concealment along either side of these deep indentations, would make it a matter of extreme difficulty and enormous expense to watch and warn off intruders who

might be constantly hovering about the narrow limit of three miles. These intruders can so readily pass inside and outside of the boundary, all the time fishing and under easy sail, that the chances of detection and capture would be so remote as to amount almost to an impossibility, besides which, there would be always existing the utmost danger of collisions between any efficient protective force and these provoking trespassers. That foreign fishermen will and do trespass inside the three mile limit as often as they can do so with impunity, and frequently indeed in the very presence of cruisers, is well known. In fact, they cannot fish successfully without infringing our limits. Therefore to admit them within the headland lines is simply to improve their opportunities of trespassing on our property and interfering with our own fishermen. It is not in the true interest of peace that such should be the case, and certainly if at all, not without very large equivalents by way of compensation.

There are also other reasons, not the least of which is that these bays are the breeding and feeding grounds of the most precious of our northern fishes, and of those more assiduously sought after by strangers. The mouths of some of our finest rivers are connected with these spacious bays. These streams produce the food of the sea fishes, which are attracted thereby from the deeper waters outside into the shoaler estuaries. They resort also to the reefs and banks along shore to deposit their spawn. Wherever the food they are in search of abounds, and wherever they can find favorable grounds for spawning, there the schools of fish will resort incessantly. If the river fishings are depleted, or the estuaries over-fished, and the fish are harassed on their breeding places, they will, in course of time, forsake their favorite haunts altogether. Such has been the case on the eastern coasts of the American union, and the exhausted state of those fisheries is one of the principal causes of the eagerness of the United States fishermen to gain free access to ours. The yearly improvement of our inshore fishing forms a powerful inducement for these strangers to secure every possible chance to take advantage of their improved condition. Canada has for a few years past expended the public funds and supported an organized protection to preserve and restore her inland and estuary fishings. The Parliament and Government of the country have bestowed most careful attention on this important work. British fishermen are doubly entitled to reap the benefits of their care and foresight. They ought not in fairness to the tax-payers of the whole country, and they cannot in justice to themselves, be expected to waive, in favor of foreigners who have contributed nothing towards the judicious outlay which has enriched their property, any such right as that of a headland boundary.

The undersigned is aware that Americans refer to the example of a compromise on this point, effected in 1839, between Great Britain and France. The same example has been referred to by persons in Great Britain as a precedent for making concessions of strict right on matters of this kind. It is, no doubt, very desirable, as a general rule, where international intercourse is desirable and where the actual maritime operations of the

respective subjects of adjacent countries make complaints frequent and render collisions probable, that concessions should be made in the general welfare of both nations. But these concessions should be mutual; unless they are they cannot be just, and are in consequence most likely to add jealousy and bitterness to former grievances. The treaty between France and Great Britain, by which a conventional limit for the measurement of bays—a line drawn from one headland to another—was founded on this principle, and was confined to bays of more than ten miles in width at the entrance. It was also agreed upon, after long and painstaking enquiry into the applicability of such a modification of the principle of public law to the particular industry thus mutually affected, and to the geographical features of these coasts. The example is not at all applicable in the case of Canada and the United States. In the first place, there would be no reciprocity of concession; in the second the fishing localities which would be affected are altogether different, both in their physical character and in the nature and extent of their productiveness. If, as in the relative situation of the British and French coasts, the Canadian and American fishings existed on opposite parts of narrow seas, and the mutuality of advantage was equal, there might be some force in the precedent; but it is not so. Even if our neighbors were willing to reciprocate with us in concessions on this point, their inshore fishings are too distant and too much deteriorated to be of the slightest consequence to us. They have, however, no such equivalent to offer. It is idle to talk of it, and it should be equally fruitless for them to expect that because Great Britain and France have made mutual concessions of strict right, in derogation of the national domain, that the former power will ever favor the one-sided application of that example to the bays and creeks and harbors of her Colonial possessions.

The undersigned has had the honor, on frequent occasions, to call the attention of Your Excellency's Government to the continuing injury and injustice of this suspension of a natural right. The Canadian Government and people have earnestly desired its settlement. While they fully recognized the moderate and conciliatory spirit which dictated its suspension, they must also appreciate the imperial consideration, which has in due time given effect to their wishes. They have desired, above all things, to remove every possible ground of difficulty with their nearest neighbor, and to quiet causes of difference which might at any moment take an irritating and irreconcilable turn. There appeared to be no expectation of again merging these differences in a liberal trade arrangement, although they were willing to revise the conditions of that which their neighbors had just abrogated, and would rather have waived some doubts than re-open a controversy in which both parties are so nearly and peculiarly interested, and in which the actual conditions were so critical. It was in such a spirit, and with such an object in view, that they have asked the British Government to revive a proposal which originated with the American minister at London, in 1866, to submit the controversy to a mixed Commission, which fell through because of the unreasonable proposition which he attached

to it, that pending its decision Americans should enjoy the freedom of our fisheries. As this would have been offering a bounty to Americans to postpone indefinitely the settlement of the questions in dispute, Her Majesty's Government very properly refused to assent, and Your Excellency's Government has since that period repeatedly brought to the notice of Her Majesty's Government, through reports of the undersigned, the necessity of again presenting to the Government of the United States the desirability of settling the disputed points. Her Majesty's Government having at length consented to do so, the undersigned sincerely believes that he now expresses the hope of every true lover of peace and good neighbourhood in welcoming the near prospect of what he trusts will be an amicable, just and honorable adjustment of the long vexed "Fishery Question."

The policy applied to the protection of our inshore fisheries last year, and which it is proposed to continue through the approaching season, while it has left in abeyance the headland point, has developed other minor differences of opinion affecting the treaty and practices pursued by American fishermen. These subordinate questions relate particularly to the purposes for which United States fishermen consider themselves entitled to admission to Colonial ports and harbors, beyond the privileges specified in the treaty. The liberty of trading for fishing supplies and transshipping fish cargoes, whether upon first making entry at the local custom offices or not, we consider objectionable in practice and in contravention of the treaty. It may be very proper that all differences of opinion on these secondary points should be reconciled through the deliberations of the Commission, without prejudice to the lawful exclusion which Canada has asserted. It is also very desirable that other practices attributed to American fishermen as incidental to their fishing operations, and which are represented to be such as to inflict permanent injury on the fisheries, both those situated where they enjoy concurrent privileges and those belonging exclusively to us, should be provided against. The worst of these practices are the throwing overboard of fish offals while on the fishing grounds, excessive fishing in certain places, and the use of destructive appliances. It is usual for their fishing fleet to resort together to some convenient harbor where the crews go ashore and frequently disturb the peace of the community. Abuses such as these might be provided against by the two governments maintaining some joint force of marine police. Although these are matters somewhat of detail, they cannot be reached for effective remedy until after the adoption of settled grounds of action, in conjunction with a clear determination of the respective rights and privileges of the citizens of Canada and of the United States in British American waters.

The total amount expended by this Department on account of Marine and Fisheries' services under its control and supervision, for the year ended 30th June, 1870, was \$408,150.31, against \$369,409.77 for the previous fiscal year ended 30th June, 1869. The increase on last year, as compared with the previous year, was owing to the employment of an armed Marine Police for the purpose of protecting our coast fisheries.

A reference to the addenda herewith accompanying will show that the number of persons employed on the outside staff of this Department during last year, including the officers and crews of the Marine Police, was 931, while for the previous year it was 739. The increase in the number is owing to the addition of the officers and crews of the Marine Police, who were not included in the number stated in last year's report. These numbers do not include the staff of the Department at Ottawa, and the amount hereinstated as the expenditure of the Department does not include the salaries and other expenses of the Department here, but only the expenditure for outside services.

Before concluding this Report I avail myself of the opportunity of expressing to Your Excellency the gratification experienced by this Department with the friendly assistance and co-operation which it has invariably received from that most important branch of the British Government the Board of Trade of the United Kingdom, and its able Secretary, and the Assistant Secretary of the Marine Department. The legislation required for many of the marine questions of the Dominion, which are administered by this Department, is intimately connected with the legislation on similar questions in the United Kingdom, such as shipping, seamen, examination of masters and mates, coasting trade, rewards for saving life, &c., and it is very desirable, on such questions, to obtain the advice and assistance of the Board of Trade and its officers, as all such matters in the United Kingdom are under the control and management of that body.

I have also much satisfaction in stating that, in conducting the various and diversified branches of the Public Service of the Dominion, the administration of which is entrusted to this Department, with an outside staff of employées, numbering 931, stationed throughout all the different portions of the seaboard and inland waters of Canada, and controlling an expenditure of upwards of \$400,000 of the public money, I have invariably received the most prompt and ready assistance from the officers of my staff at Ottawa, who have ably supported me in my efforts to administer the affairs of this Department with vigour, efficiency, and economy.

Respectfully submitted,

P. MITCHELL,

Minister of Marine and Fisheries.

OTTAWA, 31st December, 1870.

ADDENDA.

THE Outside Staff of this Department numbered as follows, 31st
December, 1870 :—

Superintendent, Foremen, and Light Keepers in Ontario and above Montreal	67
Officers of the Trinity House, Montreal, receiving pay, and Light Keepers Captain and Crew of <i>Richelieu</i>	38
Officers of the Trinity House, Quebec, and Light Keepers and Assistants, &c.	6
Agent and Clerk at Quebec	65
Agent, Superintendent, Messenger, Light Keepers, Fog Whistle Keepers, &c., in New Brunswick	2
Agent, Clerk, Superintendent, Messenger, Light Keepers, Fog Whistle Keepers, and Humane Establishments in Nova Scotia	36
Officers and Crews of <i>Napoleon III.</i> , <i>Lady Head</i> , and <i>Druid</i>	93
Inspectors of Steamboats and Clerk	80
Employés in Marine Hospitals, managed by this Department in New Brunswick	7
Harbor and River Police, Montreal and Quebec	17
Shipping Masters and Deputies at Quebec and St. John	50
Employés of Observatory at Quebec	4
Ontario—Fishery Overseers	3
„ Guardians	23
Quebec—Commander of <i>La Canadienne</i> and Crew	17
Fishery Overseers	24
„ Guardians	24
Nova Scotia—Fishery Officer	21
„ Overseers	1
„ Wardens	27
New Brunswick—Inspector of Fisheries for Nova Scotia and New Bruns- wick	122
Clerk to ditto	1
Fishery Overseers	1
„ Wardens	35
Marine Police, Officers and Crews employed on the six vessels forming the Marine Police	35
	132
	<hr/>
	931

APPENDICES TO REPORT OF DEPARTMENT OF MARINE AND FISHERIES, MARINE BRANCH.

		PAGE.
No. 1.	Statement of Expenditure on account of Lighthouses above Montreal	2
" 2.	Report of Trinity House, Montreal.....	5
" 3.	Report of Trinity House, Quebec.....	10
" 4.	Report of Director of Quebec Observatory	15
" 5.	Report of Nova Scotia Branch, with Statement of Expenditure	19
" 6.	Report of Inspector of Lights, New Brunswick Branch of Department; with Statement of Expenditure on account of Lighthouse and Coast Service, New Brunswick.....	48
" 7.	Statement of Expenditure on account of Subsidies and Maintenance of Government Steamers	66
" 8.	Report of Marine Hospitals, St. John and St. Andrews, New Brunswick.....	71
" 9.	Report of Chairman of Board of Steamboat Inspection, for year ending 31st December, 1870, with Statement of Steam Vessels inspected	73, 78
	Statement of Examinations and Renewals of Engineers	91
	Statement of Steam Vessels added to list during year	89
	Statement of Receipts and Expenditure on account of Steamboat Inspection	105
" 10.	Report of Montreal Water Police.....	107
" 11.	Report of Quebec River Police.....	111
	Statement of Receipts and Expenditure on account of River Police, Montreal and Quebec, for year ended 30th June, 1870.....	114
" 12.	Report of Shipping Master, Quebec.....	117
" 13.	Report of Shipping Master, St. John	118
" 14.	Returns of Passages, &c., Montreal Ocean Steamship Company and Allan's Line, for season of 1870	120
" 15.	Statement of Expenditure of Trinity House, Quebec; and Statement of Expenditure of Decayed Pilot Fund.....	127
" 16.	Statement of Expenditure of Trinity House, Montreal.....	134
" 17.	Statement of Receipts, Sick Mariners' Fund	135
" 18.	Statement of Expenditure on account of Sick and Disabled Seamen and Shipwrecked and Distressed Seamen, for year ended 30th June, 1870.	138
" 19.	Statement of Wrecks and Casualties of sea-going vessels and Canadian vessels, on the Lakes and Inland Waters of the Dominion, from the 1st of January, 1870, to the 1st of January, 1871.....	142
" 20.	Statement of the amount of Collections and Expenditure on account of Harbor Improve- ments.....	158
" 21.	Statement of Decayed Pilot Fund, Trinity House, Montreal	159
" 22.	Movements of Dominion Steamers, Quebec, from 1st July, 1869, to 30th June, 1870	162
" 23.	Statement of trips of Quebec and Gulf Ports Steamship Company during the season of 1870..	165
" 24.	Notices to Candidates for examination as Masters and Mates, and rules and Regulations relating thereto	169
" 25.	List of Lighthouses of the Dominion of Canada.....	172

APPENDICES
OF THE
MARINE BRANCH
OF THE
Department of Marine and Fisheries.

APPENDIX No. 1.

STATEMENT of Expenditure on account of Lighthouses (in Ontario and Quebec), above Montreal, for the Fiscal Year ended 30th June, 1870.

TO WHOM PAID.	SERVICE.			\$	cts.	\$	cts.
John Norton	SALARIES OF LIGHTHOUSE KEEPERS ABOVE MONTREAL.						
	Salary as Lighthouse keeper,	Lachine Pier, Light Ship No. 1, for year ended 30th June, 1870.					
O. Madore	do	Lachine Pier, Light Ship No. 2	do	401	00		
B. Picard	do	do do 3	do	276	00		
J. Meloche	do	Beauharnois Lighthouse	do	276	00		
W. Shannon	do	Grosse Point do	do	225	00		
G. Shannon	do	do do	do	435	00		
A. McDonald	Asst.	McKies Point	do	175	00		
E. S. Johnson	do	Cherry Island	do	447	00		
G. H. Johnston	do	Lake St. Francis Light Ship	do	300	00		
T. Hill	do	Lancaster Pier Lighthouse	do	383	00		
R. Elliott	do	Cotes Shoal do	do	250	00		
A. Root	do	Grenadier Island do	do	250	00		
J. Wallace	do	Lindoe do	do	250	00		
C. Cook	do	Gananoque Narrows	do	400	00		
J. Buck	do	Spectacle Shoal	do	560	00		
J. Mervin	do	Burnt Island	do	250	00		
E. Gillespie	do	Wolf do	do	250	00		
N. Orr	do	Snake do	do	435	00		
J. Dunlop	do	Nine Mile Point	do	435	00		
J. Sweetman	do	False Ducks	do	435	00		
W. A. Palen	do	Point Peter	do	435	00		
W. Bentley	do	Scotch Bonnet	do	435	00		
W. Sweetman	do	Presqu' Isle	do	187	78		
G. Simpson	do	do	do	137	22		
W. J. Sweetman	do	Range and Buoys	do	310	00		
G. Roddick	do	Gull Island	do	435	00		
R. Roddick	Asst.	do	do	175	00		
G. Durnan	do	Gibraltar Point	do	435	00		
G. Thompson	do	Burlington Bay	do	300	00		
R. K. Chisholm	do	Oakville Pier	do	200	00		
J. Woodall	do	Port Dalhousie	do	400	00		
D. Fortier	do	Port Colborne	do	400	00		
J. Burgess	do	Mohawk Island	do	435	00		
P. Balkie	do	Port Matland	do	475	00		

H. Morgan.....	do	do	Port Dover.....	do	260 00
H. Woodward.....	do	do	do Long Point.....	do	435 00
A. Sutherland.....	do	do	do Port Burwell.....	do	320 00
C. Ead.....	do	do	do Port Stanley.....	do	196 00
P. McIntyre.....	do	do	do Point Pelée Reef.....	do	435 00
James Edwards.....	do	Asst.	do do	do	325 00
James Cummins.....	do	do	do Pelée Island.....	do	435 00
A. Hackett.....	do	do	do Bois Blanc.....	do	435 00
T. Cartier.....	do	do	do River Thames.....	do	435 00
H. Fisher.....	do	do	do Goderich Pier.....	do	325 00
J. Young.....	do	do	do Point Clark.....	do	435 00
D. McG. Lambert.....	do	do	do Chantry Island.....	do	435 00
R. A. Lambert.....	do	Asst.	do do	do	175 00
D. McBeath.....	do	do	do Isle of Cayuga.....	do	435 00
W. McBeath.....	do	Asst.	do do	do	500 00
George Collins.....	do	do	do Nottawasaga.....	do	435 00
C. Collins.....	do	Asst.	do do	do	175 00
V. C. Hill.....	do	do	do Griffith Island.....	do	435 00
J. Hoar.....	do	do	do Christian do.....	do	435 00
A. Glode.....	do	do	do Point Clare Light Ship, No. 1.....	do	276 00
M. Leclaire.....	do	do	do do do.....	do	240 00
A. Laberge.....	do	do	do Green Shoal.....	do	250 00
J. Pringle.....	do	do	do Point Pleasant.....	do	300 00
P. Proulx.....	do	do	do Killarney Lighthouse.....	do	500 00
T. Laumier.....	do	do	do St. Ignace do.....	do	300 00
D. McKenzie.....	do	do	do Little Current do.....	do	300 00
W. Sheppard.....	do	do	do Sulphur Island do.....	do	224 80
Charles Fulton.....	do	do	do Clapperton do do.....	do	300 00
20,929 80					
P. C. Smith.....	Salary as Superintendent, from 1st July to 18th Sept. 1869.....				263 00
D. Smith.....	Salary as Acting Superintendent, from 1st October 1869, to 30th June, 1870.....				638 00
Do	Travelling expenses for twelve months.....				825 00
Do	Superintendent's payroll and accounts, for the year ended 30th June, 1870.....				7,587 98
9,313 98					
<i>Supplies and Repairs</i>					
Darius Smith.....	For Schooner <i>Aurora</i> , placing light ship on Lake St. Louis.....				105 00
L. D. Vincent.....	Supplies for lights.....				2,326 84
J. L. Bellevue.....	do	do	do do	do	2,467 50
E. Chanteloup.....	do	do	do do	do	1,811 47
Charles Garth & Co.....	do	do	do do	do	481 66
A. Hackett.....	Expense of buoys in Detroit River.....				123 03
S. F. de.....	Towing and replacing lightship on Lake St. Francis.....				60 00
M. and Watson & Co.....	Supplies.....				286 20
N. Transportation Co.....	Conveyance supplies.....				1,344 50
9,006 20					
<i>Carried forward.....</i>					

APPENDIX No. 1.—Continued.

TO WHOM PAID.	SERVICE.	cts.	\$ cts.	\$ cts.
	<i>Brought forward.....</i>	9,006 20	30,243 78	.....
	<i>Supplies and Repairs—Continued.</i>			
M. & O. S. S. Co.....	For Freight on goods imported.....	55 66		
J. Paterson.....	Law expenses in connection with the purchase of Chantry Island.....	30 00		
R. Cameron.....	Amount of contract for construction of pier and lighthouse, Lancaster Bar.....	2,436 00		
Do.....	Extra work on pier and lighthouse, Lancaster Bar.....	207 30		
J. B. Spence.....	Amount of contract for construction of pier and lighthouse Port Claire.....	2,931 00		
Do.....	Extra work on pier and lighthouse, Point Claire.....	226 72		
Mathewson & Co.....	Supplies, &c.....	82 70		
Marine Department.....	Balance retained to meet outstanding claims.....	1,069 69	16,045 27	
	Total above Montreal.....	.....	.....	46,289 05

WM. SMITH,
Deputy of the Minister of Marine, &c.

DEPARTMENT OF MARINE & FISHERIES,
Ottawa, January, 1871.

APPENDIX No. 2.

REPORT OF TRINITY HOUSE, MONTREAL, FOR YEAR ENDED 30TH JUNE, 1870.

MONTREAL, 4th Nov., 1870.

SIR,—In compliance with your letter of 31st August last, requesting me to forward to the Department a Report of the operations of the Trinity House, and the condition of the lights under its charge, during the fiscal year ended 30th June, 1870, I have the honor now to submit the following:—

The operations of the Trinity House during the year have consisted chiefly in the usual works detailed, for the first time, in the Report I had the honor to forward to you last year.

Floating Lights.

These were visited several times during the year, and found to be in excellent order, with the exception of the decks, which require to be renewed.

This would have been done last fall, as ordered by the Board, but it was found that there was no wood ready prepared or dry enough to efficiently renew them, and it was therefore deemed advisable to repair them sufficiently for use, and, in the meantime, prepare the wood, and have it dried. Had the Decks been renewed last fall, the work would not have lasted two years, whereas, by waiting, they will now, in all probability, last ten.

The Board is indebted to the Messrs. McCarthy, the eminent shipbuilders of Sorel, who, in the interest of the Department, and contrary to their own, made the suggestion of temporary repairs.

Buoys.

In my former Reports, I was under the impression that the fact of so many vessels having been damaged by the ice, and compelled to return to Quebec, would deter others last fall from leaving so late; but such was not the case, and the Board—acting on the resolution that it was imperative on them not to remove a single buoy or mark, so long as there was a sea-going vessel to go down—was again prevented from taking up all the buoys below Sorel, many of which were, as last year, carried away.

The Board feels that it is more in the interests of the Dominion that these marks should be kept up, even at the heavy expense it entails, than that one ship should suffer loss, injury, or detention.

Lights.

The Lighthouses generally are in most excellent order, and well-kept. No complaint is ever made against the lights; all require yearly repairs to keep them in order, but these repairs are trifling, and cost little. All the quays are more or less seriously injured every year by the ice—that at Isle aux Prunes was almost entirely carried away. Stones are piled round them, and they are filled with stones, but nothing seems effectual. A large ice-breaker built to each, would, no doubt, although costing more in the beginning, tend to a very large saving, by avoiding the constant necessity of piling and filling with stones, particularly as, with the exception of Isle a'la Banque, there is not a stone to be had near the quays. The same reason which prevented me taking up the buoys prevented me taking down in time the Lighthouses on Lavaltrie Island and Isle a'la Banque. Several panels of the former were carried away by the ice and lost; some part of the Isle a'la Banque Light was also carried away, but recovered.

The two Lighthouses at Repentigny were rebuilt this year, at a cost, for the two, of \$105,000.

The quays at Lavaltrie were filled up and repaired.

That at Isle aux Prunes was also repaired. The Board felt disposed to have an ice-breaker added ; but as the plan submitted involved an expense of \$800, they did not feel warranted in changing its normal condition, and ordered its restoration as originally constructed.

The action of the ice is so variable, that the quay may not be disturbed for years.

All the Lighthouses were painted with two coats of paint, at a cost of \$1,191 48 ; they had not been painted since 1861. In the interests of the service, so long a time should not again be permitted to elapse, either in painting them or the hulls of the light vessels, both from want of paint, being subject to decay.

At Isle aux Raisins, it was found necessary to put a gallery round the top of the quay, as, from its peculiar formation, it was dangerous to move on it.

Joseph Lisé, light keeper at Lavaltrie, died in April ; Joseph Ethier, light keeper, died in May. The former was replaced by Denis Giguères—the latter by his son, Joseph Ethier. Both appointments received the approbation of the Honorable the Minister of Marine.

Steamer Richelieu has continued to perform most efficiently the important duties on which she is employed.

No casualty of any kind occurred during the year, and the only extra expense was a steam pony pump, in conformity with the law. Cost \$150.

Pilots.

Two deaths have occurred during the year, and there have been branched—Onesimus Nand, Joseph Hamelin, and Louis Bouillie.

Very many differences between captains of vessels respecting damages, and between captains and pilots, were submitted to the notice of the Trinity House ; but all were satisfactorily arranged without recourse to judicial proceedings.

Only two actions came before the Board during the year—one was against the captain of the brigantine "Mary E. Leighton," for throwing ballast in the canal ; but the quantity thrown being small, and the captain having pleaded ignorance of the by-law, was let off with a reprimand and caution.

The other was at the instance of Captain Walter Morisson, of the steamship "Bolivar," against the Branch Pilot, Augustin Nand, for great negligence and gross want of care in piloting his vessel, whereby she struck on a rock and ran aground. The Board found the pilot guilty, and he was deprived of his branch, and forfeited his pilotage.

The channel between Montreal and Quebec, being, in many places, artificial, and only 300 feet wide, the Board, on the suggestion of the Honorable the Minister of Marine and Fisheries, took into consideration the subject of compelling vessels of light draught, and steam-boats, having barges in tow, to avoid the channel ; and the Board, in consequence, passed a By-Law, which they requested the Honorable the Minister to lay before His Excellency the Governor General for sanction.

Representations, however, having, in the meantime, been made by parties who deemed themselves aggrieved, should the By-Law be sanctioned.

The Board feeling that these representations carried great weight, requested the Honorable the Minister to withhold the By-Law for the present, and respectfully suggested to him, that as the right to navigate the St. Lawrence equally by all, was a question of vital importance, it would probably be more satisfactory that the subjects should be one of legislative enactment by the Dominion Parliament, when it could be properly and exhaustively discussed.

The Minister was, consequently, pleased to withhold the By-Law.

The pilots for years have besought Harbour Commissioners, through the Trinity House, to remove a small shoal which existed at Point aux Trembles ; but notwithstanding

all their efforts, supported by the Board, the dredging was not effected until last year, when, according to the recommendation of Mr. Page, Chief Engineer of the Board of Works, this was done, and a new channel (called after the Harbour Engineer who executed the work "The Nish Channel") was completed.

The Board, with a view to enable the pilots to become acquainted with it, placed the steamer "Richelieu" at their disposal three several times; all availed themselves of the opportunity, and the new channel is now the route there instead of the tortuous one formerly used.

A beacon was temporarily placed, and buoys laid, to mark the channel, but it is necessary that a Lighthouse, of small dimensions, be erected on Isle St. Terèse, to enable vessels navigating at night to run this channel. This will be done during the next fiscal year.

A large pine tree, which for years at Des Chambault had served as a mark for mariners, was this year blown down, and the Board was compelled to erect a beacon. A piece of land, 60 feet square, was purchased from Hermenigolde Lemai for \$25, at Lotbinière, on which a large elm tree, which he was on the point of cutting down, is also used as a mark.

The land for a fence to protect the Lighthouse at St. Pierre les Begnets, has been purchased from Mr. Melot for \$180, being the *pro rata* price at which the land for the Lighthouse was purchased.

A reference for a beach and deep water lot at Becancour, having been submitted by the Government of Quebec, a Committee of the Board availed themselves of the opportunity of their visit to the light, to make their examination.

A Committee of the Board as usual visited the lights, which during the summer, on every occasion on which the boat was compelled to go down, were again visited either by the Registrar or Superintendent of Pilots, thus keeping up a constant surveillance.

I beg to enclose a copy of the Report of their visit.

The amount voted for the year was \$22,550; the expenditure was \$21,679 49.

I cannot close this Report without availing myself of the opportunity to express to you, through whom all official communications have been received, my deep sense of the extreme courtesy which you have had the goodness to extend to me in our official intercourse, and although it may be considered premature, it will not be out of place to put on record that some of the valuable suggestions you made on your recent visit this year, with the Committee, have been adopted by the Board, and ordered to be carried into effect, not falling, however, within the present financial year. I am precluded now from saying more on the subject.

In the hope that this Report will meet the request contained in your letter of 31st August,

I have the honor to be, Sir,

Your most obedient servant,

E. D. DAVID.

Registrar.

To Wm. Smith, Esq.,

Deputy of Minister of Marine.

REPORT.

On the 10th September, 1869, pursuant to a resolution to that effect, the Master the Honorable J. L. Beaudry, the Honorable H. Starnes, V. Hudon, and P. E. Cotté, Esqrs., accompanied by the Registrar, proceeded to visit the floating lights.

The Committee having availed themselves of this visit to examine a beach and deep water lot at Becancour, first visited Light No. 3, which was found in good order.

Light No. 2 was also found in good order, but the deck is very much decayed, and will require to be renewed during the winter.

Light No. 1 was also in good order.

Reports having been made to the Board that the Guardian, John Long, was continually absent from his duty, the Committee enquired into the matter. They found that, on some occasions, he had gone for provisions; they examined, minutely, the quantity he had on board, which the assistant had informed the Board were of an inferior and bad quantity, and not enough kept on board.

The Board found the provisions sufficient in quantity and quality, but they informed Mr. Long that his constant absence, without leave, and his being constantly without an assistant would necessitate his dismissal. As he had been a week without an assistant, the Committee instructed the Registrar to send one to him without delay.

The Committee also instructed the Registrar to procure a boat for the use of the lights, the old one having become useless, owing to a collision with a raft.

The Registrar also laid before the Board the following Report of Captain Cotté, and his visit to the rest of the lights.

Report.

On the 17th of September, 1869, Captain Cotté and the Registrar, accompanied by the Harbor Commissioners' Engineer, Mr. Nish, visited the lights at Point aux Trembles, and found them in excellent order.

The Committee found it necessary to recommend to the Board the purchase of a poplar tree, opposite the property of one, Brien, and which impeded the light.

Isle St. Thérèse.—Found the lamps in good order. The high light is getting seriously damaged, and requires a small fence around it. Roof to be soldered, and quay to be repaired.

Repentigny.—The lights were in excellent order.

Isle a'la Banque.—The Lighthouse is in good order, but the quay requires very much that stones be put round it.

La Valtrie.—Lights in good order; quay ordered to be coal-tarred.

Contrecoeur.—The high light requires repairs in the cupola as it leaks. The farm on which the light has been built, having changed hands, and the Committee having received from the Curé a written testimonial as to the high character of the present proprietor, "Joseph Gervais," respectfully recommends his appointment. Low light in good order. The ice-breaker having sustained some damage, requires to be repaired.

Isle aux Prunes having been already visited, in consequence of the serious damage caused to the quay already reported to the Board, was passed by.

And on Wednesday, 22nd September, the following lights were visited:—

Isle a'la Pierre in good order; well painted. The Guardian, "Joseph Auger," wants a little fire wood for the fall, as owing to the very high water, he has been unable to procure any on the Island.

Isle aux Raisins.—Olivier Letendre, Guardian. All in excellent order. The water being so high, renders it difficult to go from one light to the other. A small gallery is required round the quai, as in wet weather it is dangerous, the deck having a deep declivity. The quay requires slight repairs, and the keeper wants a small boat, such as that at Isle a'la Pierre.

Pointe du Lac.—Medard Paquin, Guardian, is in splendid order, as usual; it has not yet been painted. Mr. Paquin offers to prepare, this winter, the timber necessary to renew the posts of the deck of Lighthouse.

Port St. Francis.—Jean Chauvette, Guardian. Lights are in good order; the repairs lately done to the quai to strengthen and level it, have made it very safe.

Cap de la Magdeline en haut.—P. Montplaisir, Guardian. The building is in good order; painting good; but the lamps and reflectors are not at all in the order in which they should be. Cautioned to be more particular.

Cap de la Magdeline en bas.—P. Manuel, Guardian. These lights, as usual, are in excellent order; the buildings too are much improved by the paint.

And on the 23rd September, 1869, visited Platon Lotbinière. These lights, kept by "P. Beaudet," are in excellent order.

L'Islet.—These lights are in good order. The Guardian, Catherine Blais, was directed to have the stone part of the building re-whitewashed.

La Rivière du Chêne.—Madam Langlois, Guardian. Lights in good order. The building requires some small repairs, which the guardian was ordered to have done. It is also recommended that it should be painted.

Cap Charles.—These lights were in good order.

Girondines.—Alexander Frothier, Guardian. These lights were in excellent order. Three dollars were paid for having cut away the brush-wood to the river as ordered; also permission given to buy paper to place before the windows as blinds. The lower building is far too low, and must be heightened at least about four feet.

St. Pierre les Bequets, S. C. Fraucœur, Guardian, is in good order; well painted, and looks well.

Batiscan High Light.—J. Marchand, Guardian. Light is in good order, having been re-built last year; it was not now painted.

Batiscan.—The small Lighthouse was in good order, but the lamps, reflectors, and windows were not in the condition they should have been. The Guardian, L. Fugeres, was admonished to be more careful. The building having been re-built last year, was not painted this year.

Champlain.—N. Hardy, Guardian. This building is in excellent order, as are the lights. It was only painted on the outside, the inside having been painted at the time alterations were made in putting in new frames for large glasses.

The floating lights were revisited on the route.

No. 3. Light in excellent order; the deck requires renewing.

No. 2. The same.

No. 1. The same. The Guardian Long complained that the boat sent to him is too light, and not large enough for his purpose.

All the wooden buoys of the Lake require to be balized. Mr. Mondor, at Sorel, was requested to procure a sufficient number of cedar boughs for the purpose.

All the Lighthouses are in excellent order, and have been much improved by painting. They have not been painted since 1861.

Both Reports having been read were adopted, and the several suggestions therein contained having been discussed *seriatim*, were ordered to be carried into effect without delay.

Certified,

E. D. DAVID,

Registrar.

APPENDIX No. 3.

REPORT OF THE PROCEEDINGS OF THE TRINITY HOUSE OF QUEBEC
DURING THE YEAR COMMENCING THE 1ST JULY, 1869, AND ENDED
30TH JUNE, 1870.

TRINITY HOUSE, QUEBEC,
11th November, 1870.

William Smith, Esquire,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—In compliance with your letter of the 31st August last, requesting me to forward to the Department of Marine and Fisheries a Report of the operations of the Trinity House, and the condition of the lights under its charge, during the financial year ended 30th June, 1870, and to append thereto a statement of the expenditure of the Trinity House for the same year, I have the honor to submit the following :—

Eighty-four sittings were held by the Board during the twelve months, at which sundry cases—prosecutions against pilots and others for infringements of Pilot and Harbour Regulations—were brought before the Board, and adjudged upon, and salvage cases awarded upon.

Various statements called for by the Marine and Fisheries Department were prepared and despatched, relating to matters connected with this Corporation.

References from the Executive Government, of applications for beach and water lots within the Port of Quebec were also reported upon.

Examinations were proceeded to—of young men previous to their being indented as apprentice pilots, and of apprentices presenting themselves to be branched as pilots.

Three hundred and sixty-seven letters were read and disposed of, three hundred and eighteen written and dispatched.

LIGHT HOUSES.

The Trinity House of Quebec has *administered, under the authority of former Statutes*, the several light houses, buoys, and beacons, and provision depôts in the Gulf, and River St. Lawrence, below Portneuf, and in the Straits of Belle Isle, until the 13th May, 1870, when the Act of the last Session of the Parliament of Canada, 33 Vict., cap. 18 was passed, transferring the direction of all lights, buoys, and beacons to the Department of Marine and Fisheries.

Since then, the same supervision of those lights, buoys, and beacons has been continued by the Trinity House, at the request of the Department of Marine and Fisheries.

The following Light Houses were visited, supplied, and inspected once during the twelve months, and were found in good order, except that on the Pillar, the revolving apparatus of which requires some repair.

The several establishments were supplied with the undermentioned quantities of oil during the year, besides other stores, viz :—

(The lights have heretofore been visited twice during the year ; but the second supply trip not having taken place before the 1st July last, notice of it will be made in the Report for the year 1870-71.)

	Gallons.
Belle Isle.....	118
Forteau.....	117
East end of Anticosti.....	487
South-west Point of Anticosti.....	477
Cape Rosier.....	155
West Point of Anticosti.....	113
Point des Monts.....	315
Father Point.....	154
Biquet Island.....	221
Green Island.....	219
Red Island.....	434
Brandy Pots.....	39
Pilgrim Island.....	82
Grosse Isle, Kamouraska.....	163
Light Ship, Point St. Roch.....	206
South Pillar.....	216
Crane Island.....	152
Bellechasse Island.....	144
Point St. Laurent.....	215
St. Antoine.....	81½
St. Croix.....	82
Portneuf.....	135
Total.....	4,325½

SIGNAL GUNS.

They were provided with the following quantities of powder, viz. :—

	Lbs.
Gun on Green Island.....	1,200
Biquet.....	700
Father Point.....	300
Pointe des Monts.....	1,000
West Point Anticosti.....	500
Cape Rosier.....	1,000
Belle Isle.....	2,000
Total.	6,700

REPAIRS TO LIGHT HOUSES AND OTHER WORKS.

At the east end of Anticosti :— Erection of a house for shipwrecked mariners ; out-buildings repaired ; tower painted, and double window put in ; lantern roof soldered.

At Forteau, Straits of Belle Isle :—Tower painted ; keeper's dwelling clapboarded and painted outside.

At Cape Rosier :—Tower painted.

At Bellechasse :—Landing stairs repaired.

Storm panes were provided, and sent to the light houses on—

West Point of Anticosti.
 South-west point of Anticosti.
 Cape Rosier.
 Forteau.
 Belle Isle.

PROVISION DEPÔTS FOR SHIPWRECKED MARINERS.

No change made in the provisions this year.

Issues of provisions and clothing were made, from the depôts at the East and South-west Points of Anticosti, to the crew of the schooner "Leo," wrecked 13th April, 1870, fifty miles to the eastward of the Island.

Direction boards, indicating depôt to shipwrecked mariners, were renewed in the neighbourhood of Shallop Creek, and the east end of Anticosti.

BEACONS.

Beacons were erected at the following points on the south shore below Cape Chatte, viz. :—

1. Midway between Cape Chatte and Cape St. Anne.
2. Nearly midway between St. Anne and Claude River.
3. Point Pleureuse.
4. Cape Magdalene.
5. Frigate Point.
6. Fame Point.

BUOYS.

Total number of buoys laid, forty-three.

Casualties during the year, viz. :—

Drifted.....	3
Filled with water and emptied.....	1
Replaced.....	10
Picked up.....	2
Lost (6 of which were carried away by the ice).....	15
New buoys made.....	11

SUPERINTENDENTS OF PILOTS.

Numbers of trips by them performed :

In laying, lifting, and replacing buoys, visiting and inspecting light houses and provision depôts, erecting beacons, exploring North channel with apprentices, going to wrecks, and inspecting beaches..... 28

Performed in 167 days.

Reports from Pilots received and recorded :—

Of pilotages up the river.....	1,429
“ down “	1,123

HARBOUR OFFICE.

Arrivals reported and recorded.....	899
Articles picked up and saved, reported :	
Boats.....	37
Anchors and chains.....	7
Drift timber.....	1,449 pieces
Returns of casualties, received, recorded, and reported upon.....	29

DECAYED PILOT FUND.

Number of pensioners on the Fund, 31st December, 1869 :—

Decayed Pilots.....	37
Widows of Pilots.....	82
Children of Pilots.....	32

Total..... 151

Number of Pilots relieved.....	6
Total receipts for the Fund during the year ended 31st December, 1869 :—	
Poundage.....	\$6,600 44
Capital and interest on loans.....	8,688 82
Fines.....	10 00
Total.....	\$15,299 26

Payments out of the Fund.

Pensions.	\$8,995 45
Relief.	319 03
Disbursements.....	555 28
Investments	6,333 29
Total	\$16,203 05

State of the Quebec Decayed Pilots' Fund, 31st December, 1869.

Money lent.....	\$58,792 67
Interest due.....	952 81
Cash on hand.....	3,037 03
	62,782 51
Deduct arrears of pensions due.....	522 03
Total	\$62,260 48

RECEIPTS AND EXPENDITURE OF THE TRINITY HOUSE OF QUEBEC DURING THE YEAR
ENDED 30TH JUNE, 1870.

Receipts.

Amount received from the Public Chest through the Department of Marine and Fisheries...	\$46,759 87
Proceeds of sale of condemned provisions and Light House stores, &c.....	780 02
	\$47,539 89

Expenditure.

	\$	cts.
Salaries of Trinity House officers and employés	11,638	23
Salaries of Light House keepers....	11,242	39
“ “ Provision Depôt keepers	400	00
Contingencies	2,050	51
Harbour Office.....	544	15
Wreck “ Glanmore”.....	271	45
Provision Depôts.....	915	44
Harbour of Gaspé.....	155	58
Miscellaneous	3,745	83
Wreck “ Preciosa”.....	2,350	07
Light Ship.....	4,663	88
Oil account	4	88
Quarantine.....	3	60
Buoys and Beacons.....	3,198	87
	41,134	88

Brought forward	41,134 88
<i>Light Houses, to wit:</i>	
Portneuf Lights.....	165 89
St. Croix.....	47 72
St. Antoine.....	35 75
Point St. Laurent.....	140 61
Bellechasse.....	203 86 $\frac{1}{2}$
Crane Island.....	111 85 $\frac{1}{2}$
South Pillar.....	402 98
Grosse Isle, Kamouraska.....	97 63
Pilgrim.....	70 84
Brandy Pots.....	89 61
Red Island.....	303 01
Green Island.....	143 37
Biquet.....	197 16
Father Point.....	196 64
Point des Monts.....	248 11
Cape Rosier.....	433 82
West Point, Anticosti.....	443 93
South-west Point, Anticosti.....	403 14
East end, Anticosti.....	442 29
Forteau.....	625 27
Belle Isle.....	723 90
Gaspé Peninsula.....	47 60
	<hr/> 5,574 99
	46,759 87
Paid to Receiver General.....	780 02
	<hr/> Total..... \$47,539 89

I have the honor to be, Sir,

Your obedient servant,

E. B. LINDSAY,
Clerk, Trinity House, Quebec.

APPENDIX No. 4.

REPORT OF QUEBEC OBSERVATORY FOR THE YEAR ENDED 30TH JUNE, 1870.

QUEBEC, 12th September, 1870.

William Smith, Esq.,

Deputy of Minister of Marine and Fisheries.

SIR,—In submitting my Report of the Observatory, Quebec, for the year ending June 30th 1870, I have to state that the shipping have had "Greenwich time" given to them each day at one o'clock, with the exception of Sunday, and also on two days in the beginning of November, when the "ball" was frozen to the mast. This was a serious inconvenience, as the ships that left the harbor on those days had not the benefit of getting "Greenwich time."

The present mode of having a ball to slide on a mast is not adapted for this climate, as the "ball" is always liable to be frozen in the fall of the year; but should the plan, I had the honor of submitting for a "time ball," be found successful, when tried at St. John, I beg to suggest that the same plan be adopted at Quebec, and elsewhere.

As chronometers were rated here, previous to my arrival, and, I believe, a few still are by watchmakers, I have been asked why the Government kept up an establishment for that purpose, when the "trade" could do it just as well; and as that opinion may be entertained by many, I think it as well to embody in my Reports the reasons why that important duty should alone be entrusted to a responsible person.

The "transit instrument" affords the more convenient and reliable way of procuring "time," and although any person might be taught to observe with it, still, to find the three errors—level, collimation, and deviation, and to apply them with their proper signs, requires a fair knowledge of astronomy and trigonometry, and if the Government were to allow a person to perform that duty who had not passed an examination, or had not a certificate of competency, they would simply be responsible for the fearful loss of life and property that might ensue from a ship going to sea with a wrong rate to her chronometer.

Situated as Quebec is, where a large fleet of merchant vessels, and also one of the finest lines of ocean steamers in the world, navigate the St. Lawrence to that harbor, it is admirably fitted by its position and climate for a centre from which "time" can be distributed to any of the seaports, and where "time balls" can be dropped with as much ease as the ball is dropped at Quebec; and instead of having several observatories equipped with costly instruments, and officers to use them, there could be a great saving of expense by having one central observatory, which would be responsible for the distribution of "time."

I enclose a meteorological abstract registered at Quebec, from 1st July, 1869 to 30th June, 1870. The monthly meteorological registers are sent to the Magnetic Observatory, Toronto, where they are tabulated and printed.

The distribution of "time" is the useful and practical part of astronomy; but the more interesting part of this noble science consists in measuring and determining the orbits of each planet, and finding their exact form and weight—and it may not be beyond the reach of human intellect to find the direction and velocity of our sun with his attending system through space. Man is ever advancing in science, and since Kepler, more than two hundred years ago, discovered the law of the distances that separate the different planets of our system, we have been advancing step by step in our knowledge of the mechanism of the heavens. Newton discovers gravity, Bradley the velocity of light—and man has not only measured the velocity of each planet in the different parts of its

orbit, but can calculate to a second when our satellites shall begin to obscure the light of the sun at any particular place; and on the last occasion of the total eclipse of the sun that took place on August 7th last year, the American Government spared no expense in equipping several parties that took up positions on the central line, at places most favorable for observing this highly important phenomenon, and I am proud to say that Canada took her share, and fitted out a party that took up the position assigned to them by the American astronomers, at Jefferson City, Iowa, and was most successful, inasmuch as phenomena were seen and photographed there that were not to be seen elsewhere.

The proceedings of the Canadian eclipse party have been printed and distributed to the several learned societies and astronomers in Europe and America, and a copy has also been sent to Mr. A. Todd, librarian at Ottawa.

I have already said that the climate of Quebec is admirably suited for astronomical pursuits, but a still greater test of its excellency is seen in the beautiful photograms of the sun taken daily, which are equal, if not superior, to any that have yet been taken in any part of the world.

The following letter from Dr. Balfour Stewart, Director of the Observatory of Kew, which is principally maintained for celestial photography, confirms my statements.

Kew Observatory,

Richmond, Surrey, S.W.,

3rd June, 1870.

Commander Ashe, R.N.

MY DEAR SIR;—I received, in perfect safety, your beautiful solar negative, in which the definition is very good, and the granulations very distinctly marked.

I have not yet had an opportunity of shewing it to the Astronomer Royal, but Mr. De La Rue, Mr. Huggins, Mr. Lockyer, and some other astronomers have seen it, and they all pronounce it very good. As your climate is a good one, I hope you will now go on without interruption.

As you are aware, one of our researches is to measure the area of each group, but owing to bad days, our records of the sun's surface are frequently incomplete. Would it be possible for you to send over your pictures for those days for which we have none, in order that we might measure the group, and then return the plates to you.

Your's sincerely,

B. STEWART.

The great interest taken at present in the physical constitution of the sun, and the divided opinion upon several subjects relating to "sun spots,"—most astronomers, until lately, have imagined that the spots are the dark body of the sun seen through a luminous envelope, whilst my observations tend to prove that they are not holes, but matter floating upon its surface, and that the light and heat of our luminary is maintained by numerous small asteroids falling into the sun, where they melt—add peculiar importance to our photograms; and as Quebec is asked to co-operate with Kew, I feel confident that I shall be given the means of so doing, when, between us, we shall have a history of the sun, written by himself, which, in a few years, will reveal the cause of phenomena at present wholly inexplicable.

In connection with the solar negatives, I am determining the time of rotation of the sun upon its axis, and from one year's observation I get a period of revolution equal to 25 days, 13 hours, 33 minutes, 36 seconds; but I shall shortly commence and reduce the time of revolution by this year's observation, and also from the same negatives the inclination of the sun's axis to the ecliptic. The very important science of astronomy—celestial photography—is only in its infancy, and the happy combinations of lenses that I have made, together with the clear atmosphere of Quebec, will, I have no doubt, tend greatly to its advancement.

At present there is a great difficulty in taking photograms in winter, as the instrument is only surrounded by boards, and the "dark-room" is too cold for the chemicals,

and that important position of the sun, in the ecliptic, which he occupies in December, and when the sun spots appear to describe "straight lines" upon its surface, cannot be taken advantage of.

I, therefore, in conclusion, beg to suggest that instead of the old farm-house, which I now occupy, a proper residence be built for an astronomer, together with a computing-room, and rooms for photography, and also that the boundaries of the Observatory grounds be defined.

I append a statement of the expenditure of this establishment during the financial year.

I have the honor to be, Sir,

Your obedient servant,

E. D. ASHE,

Director of Quebec Observatory.

Director's Salary	\$1,402 68
Assistant's do.....	491 40
Laborer's do.....	80 00
Photographic materials.....	} 425 92
Stationery	
Postage stamps and press charges	
Repairing house, &c	
	<hr/>
	\$2,400 00

E. D. ASHE.

ABSTRACT of certain Meteorological Quantities registered at Quebec Observatory, from 1st July, 1869,
to 30th June, 1870.

MONTH.	BAROMETER CORRECTED TO 32°.				TEMPERATURE.										WIND.		RAIN.		SNOW.		
	Monthly mean.	Highest.	Lowest.	Monthly range.	Monthly mean.	Mean maximum.	Mean minimum.	Mean range.	Highest.		Lowest.		Monthly range.	Prevailing distance.	Mean force 0 to 10.	Number of days.	Amount in inches.	Number of days.	Estimated amount in inches.		
									Reading.	Date.	Reading.	Date.								Mean tem- perature.	Mean tem- perature.
1870.																					
July.....	29.492	29.842	29.248	0.594	66.3	74.7	53.0	16.7	84.0	26th	47.4	1st	36.6	26th	76.8	1st	58.2	4.0	12	4.520	0 .0
August.....	29.538	29.944	29.250	0.684	62.9	71.1	54.7	16.4	76.3	2nd	45.6	6th	30.7	2nd	70.7	6th	55.8	4.0	12	2.422	0 .0
September.....	29.747	30.000	29.270	0.730	60.8	68.2	53.4	14.8	77.5	8th	34.0	28th	53.5	8th	71.0	28th	46.5	3.7	10	2.904	0 .0
October.....	29.533	29.897	29.151	0.746	45.2	51.9	38.6	13.3	72.0	10th	19.5	28th	52.5	10th	57.8	28th	26.2	4.4	9	3.417	315.0
November.....	29.516	30.084	28.940	1.144	29.1	36.0	22.2	13.8	50.4	6th	7.1	25th	43.3	6th	43.3	24th	16.2	4.3	2	not appre- ciable.	1322.5
December.....	29.748	30.246	29.204	1.042	18.7	26.4	11.1	15.3	43.4	28th	6.4	3rd	49.8	28th	37.5	3d	1.5	4.6	0	0	119.5
1870.																					
January.....	29.705	30.485	28.792	1.693	15.6	24.9	6.4	18.5	45.0	8th	14.5	14th	59.5	18th	34.6	14th	5.2	5.0	0	0	1637.0
February.....	29.460	30.244	28.944	1.300	12.8	23.3	2.3	21.0	41.0	18th	15.0	4th	56.0	18th	30.0	4th	9.0	4.4	0	0	1219.5
March.....	29.594	30.157	29.004	1.153	22.2	30.3	14.2	16.1	41.2	31st	11.4	11th	52.6	31st	33.5	11th	2.0	4.7	0	0	55.0
April.....	29.601	30.000	29.128	0.872	41.6	50.3	33.0	17.3	73.0	26th	26.8	9th	46.2	26th	58.6	5th	33.0	4.3	3	0.393	13.0
May.....	29.551	29.860	29.132	0.728	55.0	67.4	42.5	24.9	91.2	30th	31.4	5th	59.8	30th	70.6	10th	40.4	5.0	7	1.080	0 .0
June.....	29.551	29.714	29.230	0.484	68.3	79.4	57.3	22.1	94.2	25th	46.4	21st	48.0	25th	82.3	21st	55.7	4.4	9	1.554	0 .0

APPENDIX No. 5.

REPORT OF THE NOVA SCOTIA BRANCH OF THE DEPARTMENT OF MARINE AND FISHERIES, FOR THE YEAR ENDED 30TH JUNE, 1870.

DEPARTMENT OF MARINE AND FISHERIES,
NOVA SCOTIA BRANCH, 15th November, 1870.

The Hon. P. MITCHELL,
Minister of Marine and Fisheries.

Sir,—I have the honor to report, as follows, upon the operations of this branch of the Department, for the year ended 30th June, 1870 :—

LIGHTHOUSE AND COAST SERVICE.

The annual inspection of the Lighthouses of the Province occupied more time this year than last, in consequence of the oil and supplies having been taken round the coast in a sailing vessel instead of a steamer, as was the case formerly.

The Report of the Superintendent of Lighthouses is annexed hereto, giving in detail the results of his inspection, and the present condition of each of the Light Stations under his supervision.

The schooner "Ocean Traveller" was chartered for carrying the Lighthouse supplies, as well as for visiting Sable Island, when required in the interests of the Marine Establishment at that place.

This vessel was chartered from Messrs. Maxner, of Lunenburg, for three hundred dollars per month, and, with a crew of eight men, was placed under the command of Captain Jost, the Superintendent of Lighthouses.

Some delay occurred in the first instance, in consequence of the non-delivery of the time specified: the vessel, however, sailed to supply the light stations to the north of Halifax, on the 23rd of June, and returned on the 31st of July, having called at Sable Island and brought twenty-two ponies, and a quantity of wrecked material from that place, which will be more particularly referred to under the head of Sable Island.

On the 23rd of August, the schooner sailed with the supplies for the western lights, and having visited them all, returned to this port on the 21st day of September, 1870.

The Report, therefore, of the inspection of these lights, will cover a period considerably in advance of the close of the fiscal year.

I regret to have to Report during the past year the destruction by fire of two Lighthouses of this Province, viz:—Apple River, in Chignecto Bay, and Chester, at East Ironbound, in Chester Bay.

With respect to Apple River, I received the following Report from the keeper, Mr. James [unclear] :—

"On Monday, the 9th of August, after having cleaned the lamps, swept the lantern, and swept the bedrooms, and all the dwelling apartments, looked at the cooking-stove, and found no fire in it, took the ashes out of it, threw them into the tide, went into the cellar, found everything apparently right, and closed all the doors and windows. Left the house at 9 o'clock, a.m., with my wife and children, intending to go across the harbor on the bar and return myself, as the tide suited in about two hours, but the wind blowing very hard, and a very heavy sea, I was detained longer. At one o'clock, as I was about starting on my return, I saw the house in a blaze of fire. Eight men were at the point in about half an hour, but the house and all its contents were consumed. The cooking-stove was a broken, unsafe one; but, from the caution I took that morning I do not know how any fire could be in the house without my seeing it. I cannot conceive any way the house could get on fire, unless it was set on fire."

The Chester Lighthouse was destroyed on the night of the 3rd January, and the keeper's statement was that he had just come down stairs after trimming the light, and was smoking his pipe, when he saw a bright light through the window. He ran up stairs, and found the top in a blaze, and the flames running along the seats or floor. He got up three buckets of water, and threw them on the fire, when he was glad to make his escape.

The keeper, who saved nothing, thought the house was struck by lightning. The accident occurred when the storm was most violent, and it is not improbable that the wind broke the glass of the lantern, overturned the lamps, setting the oil on fire, and thus causing the flames which were seen at the time. In a few minutes the entire building destroyed.

The superintendent visited each of these localities soon after the fire, but could discover little more than the facts just mentioned.

He was convinced that the burning of Chester Light was entirely the result of accident; but seemed to think that grounds existed in the case of Apple River for the suspicion of incendiarism. He could, however, find no tangible grounds against any person in particular.

The keepers in both these instances were acquitted of blame, but the one at Apple River was reprimanded for leaving his Lighthouse without any person in charge.

At Apple River immediate arrangements were made for the exhibition of a temporary light of equal power to that previously shown, and since then a new Lighthouse has been built, close to the site of the old one. The contract for its erection was given to Mr. John Livingstone, of Advocate Harbor, for the sum of \$1,180.

The building was completed in September, and inspected and approved of by the superintendent, and the temporary light transferred to it. Two horizontal lights, twenty feet apart, had been exhibited from the Chester Lighthouse, and, as it was found impossible to show a temporary light of a similar character, the public were informed of the accident, and that no light would be exhibited there until further notice.

No time was lost, however, in arranging to re-build this Lighthouse. The old site was on the south-east end of East Ironbound Island, about one hundred and fifty feet from the cliff, and about twenty-five above the sea. In the centre, the Island rises to its greatest height, forty feet, and the original objection to fixing on this for the site was, that it was too much surrounded by trees, which the owner would not allow to be cut down. There could be little doubt that this was the proper place for a Lighthouse; the difficulty of the trees could easily be overcome by carrying up the tower a little higher, and from this point the light could be seen on all sides, whereas, in its former position, it was only visible inside the Island. An arrangement was, therefore, made with the owner of the Island, by which the Department exchanged about 1½ acres, which it owned on the south-east side, for a suitable site on the centre of the Island. The contract for the building was awarded to Messrs. Hopps and Brown, of Lunenburg, for the sum of \$1,200, and it has since been completed; the light has not yet been put in operation.

On the 12th of July, tenders for the construction of a small Lighthouse, at Point

Tupper, in the Strait of Canso, were opened, and that of Mr. A. P. McNeill, being the lowest, he was awarded the contract for the sum of \$350, and a site consisting of three lots, at the end of the point, was purchased for \$150. The building was completed on the 19th of October, 1869; but, on the recommendation of the superintendent, was not lighted until the 15th April, 1870. The house is a square pyramidal building, painted white, and twenty-four feet high. The light, which is a fixed red one, is exhibited from an iron lantern, three feet six inches square, glazed with plate glass on three sides, and furnished with three A lamps, and 12-inch reflectors. At the back, a small window is placed, and one lamp without a reflector, intended to light the harbor of Port Hawkesbury. The light can be seen from the northern entrance of the strait, seven miles, and from the southern, three miles.

By Order in Council, dated 15th March, 1870, Mr. James McDonald was appointed keeper, at an annual salary of \$200.

Besides the re-building of Chester and Apple River Lights, and the erection of Point Tupper Light, new ones are now in course of construction, and will, in a very short time, be completed, and handed over to the Department, at the following places:—

S. W. end Scattarie Island,
Ingonishe,
Sissiboo,
Pugwash.

I may state that the lanterns for all these Lighthouses, with the exception of Point Tupper, have been furnished by Messrs. C. Garth and Co., of Montreal.

In my Report last year, I referred to the construction of a pier or breakwater at Bird Island; and it is very satisfactory to learn, from the following letter of the keeper of the light, dated 10th December, 1869, that the work has proved to have been well and thoroughly built. He says:—"The storm on the 5th October was nothing extraordinary, but the north-east storm following *was a storm*; it was certainly the heaviest storm I have ever seen since I came to the Island. At one time I feared that we would all be swept off the Island into the sea; it raged fearfully. I lost my hut, boat, and two nets. The boat was hauled up far above the pier, and well lashed with ropes. The pier, although facing the north-east, escaped any damage, except one plank, the next to the rock—it must have been twisted off by some of the retiring waves; and I am now satisfied the work will stand until it goes away by decay; the waves roll over and over it, and it remains the same."

The suggestion made as to the disposal of the materials left from this work, has been acted upon.

The appropriation of \$300, made by Parliament, has been expended in making a breakwater across a gap in the rock, to afford a much-needed protection for the boats of fishermen and others. This work, I am informed, has cost more than \$300, although only that amount has been paid.

As the protection of Little Hope Island, referred to at some length in last year's Report, has been entrusted to another Department, I will only add an extract from a letter of the keeper of the light at that station, dated 7th September, 1870. He says:—

"I respectfully beg to report to you that the severe gale on Saturday night and Sunday morning last, was very destructive to Little Hope Island. The sea began to break over the Island at five a.m., and continued its force until eight a.m. It washed away from five to six feet all along the bank; it also washed away a great deal off from the top of the Island, and covered it with stones. I hope that a suitable person may be sent to examine the present state of the Island; as it is, it is not safe to live on."

The distinguishing characteristics of three of the lights in this Province, were, by public notice, dated 9th May, 1870, advertised to be altered from and after the 15th July, 1870.

At Fort Point, changed from a fixed white to a fixed red light, on and after the 1st September; at Cape Sable, from a fixed red to a revolving white, and Barrington, or Baccaro Point, from a revolving white to a fixed red.

By this latter arrangement, the important light at Cape Sable has been very much improved in brilliancy and power, but a corresponding diminution has taken place in the light exhibited at Baccaro.

I have heard very contrary opinions from masters of vessels as to the propriety of this change. While all agree in the urgent necessity of having a more powerful light at Cape Sable, some object that a red light (confessedly of inferior power to a white light) will not always prove a reliable guide to clear the Brazil Rock, distant from it about five miles.

The advantage of the change at Fort Point is beyond a question.

The following alterations and changes have occurred in the keepers of several of the light of this Province.

On the 22nd May, 1869, the Superintendent of Lighthouses, in consequence of repeated neglect of duty, was compelled to suspend the Lighthouse keeper at Sand Point, placing Mr. Joseph Mundell in temporary charge. This action was approved of by the Department, and upon an investigation of all the facts, Mr. Welsh was dismissed by Order in Council, dated 6th July, 1869; and on the 18th October, of the same year, Joseph Mundell was appointed keeper, at an annual salary of four hundred dollars, being a reduction of sixty dollars on the previous salary.

Mrs. Rathburne, keeper of Horton Bluff Lighthouse, died on the 27th May, 1870. Her son, Charles E. Rathburn, was placed in temporary charge, and was appointed keeper on the 26th October, 1870, at a salary of \$232, to be increased from the 1st July, 1871, to \$250 per annum.

A vacancy occurred at Flint Island Station, by the death of Mr. George Cann, on the 12th July, 1869. The light was placed under the temporary charge of his son, John Cann, until the appointment of Benjamin Haney, as keeper, on the 18th October, 1869.

Mr. Jacob Smith, keeper of the Cross Island Light, died on the 2nd August, 1869. Edward Smith, his son, was placed in temporary charge, and Mr. Benjamin Rynard was appointed keeper, by Order in Council, dated 28th September, 1869.

Spencer's Point Station became vacant by the death of William Spencer, on the 12th December, 1869. His son, Robert A. Spencer, was appointed keeper on the 5th April, 1870, at a salary of \$100 per annum. The building on which the light is placed is private property owned by the late keeper. A cupola was placed on the top of his house at a cost of \$164 21, and the light was put in operation 4th July, 1863. The late keeper received a salary of \$50 annually.

By letter dated 18th January, 1870, Mr. Robert Fraser resigned his situation as Lighthouse keeper of Beaver Island Light, such resignation to take effect after the 31st March; at that date the light was placed in temporary charge of Mr. Samuel Balcalm, and the situation was offered to Mr. Norman Campbell, who, for many years, had been in charge of St. Paul's South-west light. He accepted this offer, and took charge of the light at an annual salary of \$420, on the 24th August, 1870.

The transfer of Mr. Campbell to Beaver Island, was taken advantage of to reduce the staff at St. Paul's Island, and a new arrangement was made there, by which Mr. McNeill, the Superintendent of the Humane Establishment, assumed charge of the lights, exercising a general supervision over the keepers, and giving them any assistance they might require from time to time.

Mr. McDougall, keeper of the North-east light, was transferred to the South-west light, on the main island; the North-east being taken charge of by the Superintendent and his men.

This arrangement took effect after Mr. Campbell left the island, in July, and a saving will thereby be effected to the amount of his salary.

OIL.

The oil for the Nova Scotia lights was delivered on the 9th of August. All the casks that required it were coopered, and the whole quantity reguaged, at the expense of the contractor, Mr. L. D. Vincent, of Petrolia, Ontario.

The samples offered with the tenders had been tested by W. M. Smith, Esq., of St. John, N.B., and, on the 10th August, he handed me the following certificate, as to the quality of the oil received :—

“I have tested samples of the oil furnished to the Department, at Halifax, N.S., by “Mr. L. D. Vincent, of Petrolia, Ontario, and beg to report on the oil, as follows :—

“Non-explosive, at 117 ° Fahrenheit.

“Specific gravity 42 ° Barometer.

“burnt brilliantly for 12 hours, (till put out); did not smoke; slightly crusted the wick.

“I consider the oil similar to the sample tested by me at St. John, N.B., in June, 1869.”

The whole quantity of oil delivered consisted of 342 casks, containing 13,914 gallons. The price at which the contract was taken was 22½ cents per gallon.

13,914 gallons at 22½c.....	\$3,130 65
And 3½ per cent. premium exchange ...	109 57
	<hr/>
	\$3,240 22

As regards the quality of the oil furnished by Mr. Vincent, the reports, as was the case last year, are contradictory. Many of the Lighthouse keepers complained of a decrease in the brilliancy of the light, after burning for a short time, of the crusting of the wick, and the obscuration of the chimnies, while others speak well of its quality.

I mentioned these circumstances to Mr. Smith, and ascertained from him that similar complaints had been made in New Brunswick, and that on a personal investigation at some of the lights there, he had arrived at the conclusion that the crusting of the wick, so frequently complained of, was due, in great measure, to the fact that many old casks had been used which were unfit for the purpose; that some of them contained foreign matter, dirt, &c., in sufficient quantity seriously to impair the illuminating power of the oil, while in others soft wood heads had replaced the original hard wood ones. No doubt similar causes produced like effect in this Province, which accounts for the various reports received.

From several of the keepers I have received reports that the oil is not so good as formerly, but I presume that this largely arises from the defective character of the old lamps, which are gradually being removed, and improved ones being introduced.

Notwithstanding these adverse reports, I have not heard from any quarter, nor has the Superintendent, complaints of any diminution in the power of various lights around the coasts.

As considerable inconvenience had been experienced in consequence of the late delivery of the oil, the advertisement asking tenders for this season's supply, specified the 25th May, 1870, as the time of delivery here.

The contract was awarded to Messrs. Clarke and Francis, of Woodstock, Ontario, at the rate of 24 cents per gallon.

The oil did not arrive here until the 9th June, and a few casks of oil had to be purchased to send to one or two of the lights, where the supply had run short; the extra amount paid for this, over the contract price was, however, deducted on the settlement with Messrs. Clarke and Francis.

On the 14th June, Mr. W. M. Smith certified as follows:—"I have inspected and tested the oil for Lighthouses, from Clarke and Francis, and find it of the same quality as the sample tested by me at St. John, N.B., and reported on to the Department at Ottawa. I therefore approve of the oil. The casks are in good order, and with the exception of some of the heads (which are of pine), are in accordance with the specification."

Three hundred and sixty casks of this oil were delivered, containing, according to the certificate of the official gauger here, 14,989 gallons.

14,989 gallons, at 24 cents.....	\$3,597 36
Less expenses, wharfage, G. T. R. tonnage, and extra paid on three casks of oil.....	96 59
Canada currency.....	\$3,500 77

to remit which amount I paid in Nova Scotia currency \$3,624 38.

This oil was taken round to the Lighthouses by the schooner "Ocean Traveller"; and, so far as I have heard from the Superintendent of lights, and many of the keepers, it has proved of excellent quality, superior to any Canadian kerosene heretofore supplied, and nearly, if not quite, equal to the American oil.

Captain Jost, in recently testing some of the new round wick burners, furnished by Mr. E. Chanteloup, of Montreal, burned this oil for twenty-one hours, and reports that the brilliancy of the light was not diminished during that time, the wicks were not crusted, and the chimnies not in the least obscured.

No doubt, however, the round wick burners, on the air principle, with which this test was made, contributed not a little to the result obtained. I trust, through the winter, equally satisfactory reports will be received from the various Lighthouses.

In consequence of the early delivery of the last oil, the financial year ended 30th June, had to bear the burden of two years' supply.

Very few of the Lighthouses of this Province had been supplied with tanks for kerosene oil, and no inconsiderable quantity was lost each year in consequence.

One hundred and seventy galvanized iron tanks, holding upwards of one hundred gallons each, have been constructed by the Starr Manufacturing Co., by contract, at the rate of \$10 50 each. They have not yet been sent to all the lights, as they were not finished in time for the first trip of the schooner to the eastward, and only room for a limited number could be found, when she sailed for the westward; they will, however, be forwarded to the different stations as opportunity may offer.

The regular annual supplies are taken round to the several Lighthouses in the vessel which carries the oil.

The following enumeration of articles will give a fair sample of what is sent to each station. I have taken the list of stores sent to Annapolis light; this light has—

Nine lamps,
One whitewash brush,
One scrubbing brush,
One paint and sash brush,
Fifteen lbs. cotton waste,
Ten yards towelling,
Ten yards cotton,

Ten yards cotton flannel,
 Sixty-six lbs. soap,
 Two lbs. blacklead,
 Ten lbs. whiting,
 Two lbs. reflector powder,
 Five gallons paint oil,
 Fifty lbs. white lead,
 Three gross wicks,
 One hand brush,
 One blacklead brush,
 Three lamp glass brushes,
 Two pair scissors,
 Three Chamois skins,
 Four sponges,
 Six papers Tripoli,
 Four pots polishing paste,
 Ten lbs. assorted nails,
 Two buckets,
 Two brooms,
 Nine burners,
 Eight dozen chimnies,

and, with some exceptions, these articles are renewed each year.

For a long time, probably over forty years, the furnishing of these supplies was entrusted to the firm of Messrs. Dechezeau and Co., of this City. They were furnished with the returns of each Lighthouse; decided the articles and quantities of each which should be sent, packed them in casks and boxes, and delivered them at the Lighthouse store, directed to the stations for which they were intended respectively.

During the past year a new management was decided upon, by which such articles as paint, paint oil, chimnies, &c., were imported directly by the Department. The other articles required were bought from wholesale dealers here, and the packing was performed by a person hired for that purpose.

This course devolved a great deal more labor on the staff of the Department here, but has resulted in a very considerable saving to the public, amounting probably to not less than 25 or 30 per cent. of the entire cost of the articles, and for this service.

FOG SIGNALS.

During the last year, Messrs. George Fleming and Sons, of St. John, New Brunswick, obtained the contract for a steam fog whistle, to be placed on Seal Island. The contract was for the sum of \$2,150, New Brunswick currency, and the whistle was built by the end of the year, but could not be erected until an engine house and dwelling for the engineer had been built. Tenders for the service were asked for, and the contract was, on the 4th February, 1870, awarded to Mr. Hanson, of Little Lepreau, for the sum of \$1,625, New Brunswick currency, his being the lowest tender. The amount expended on account of the whistle and buildings, up to the 30th June last, was \$3,200.

Since that time the whistle has been erected, and public notice of its being in operation was given on the 30th August, 1870.

During thick weather, fogs, and snow storms, this whistle will be sounded in each minute as follows:—First, a blast of five seconds, then an interval of five seconds; then a second blast of five seconds, then an interval of forty-five seconds, to complete the minute, before the whistle is again sounded.

Since its erection, the reports of the distance at which the sound can be heard, have

been very favourable, and it cannot fail to prove a most useful guide to vessels during thick and foggy weather.

Mr. Samuel Reardon, who had passed the required examination, and was recommended by Mr. W. M. Smith, the examiner, as competent to perform the duties of the situation, was appointed engineer of the fog whistle, at a salary of \$500 per annum.

As a portion of the cost of this service is chargeable to the year 1870-71, full details cannot now be given.

Early in the past year it was found necessary to separate the duties of Lighthouse keeper and engineer of the fog whistle at Cape Forchu, Yarmouth, both of which had been previously performed by Mr. Fox; and on the 14th July, 1869, he was notified that the Department had decided to entrust the care of the fog whistle to an engineer, who would be obliged to pass the examination usual in such cases.

By Order in Council, dated the 23rd October, 1869, Mr. Frith Wells, who had obtained a certificate of competency was appointed engineer of the fog whistle, at a salary of \$400 per annum. Mr. Wells took charge of the whistle in December, and has continued in charge ever since with some slight and unimportant interruptions.

This fog signal has been in operation whenever it was required during the the past year.

I am sorry to state, however, that the relations between the Lighthouse keeper and engineer at this station have not been always of the most amiable kind, which is the result to some extent of the want of a dwelling-house for the engineer and his family, who have been compelled to reside at a considerable distance from the engine building.

I would recommend that this difficulty be remedied during the next year by the building of a house for the engineer in charge.

Rules defining the duties of Lighthouse keepers and engineers of fog whistles, where they are both at one station, and defining the assistance they shall render each other, have been prepared by the Department, and furnished to the persons interested.

With regard to the fog trumpet, at Cranberry Island and Sambro, I regret that I am not able to give a more favourable report than was furnished last year.

The Cranberry Island trumpet, which was repaired in August, 1869, has been running pretty steadily up to the 30th August, 1870, when it became disabled by the breaking of a portion of the machinery. As a steam fog whistle is being constructed for this place, it was decided not to go to the expense of sending an engineer to repair it, and public notice was given of its discontinuance. No fog signal will be sounded at this locality until the erection of the new steam whistle.

The trumpet at Sambro Island has frequently been out of repair, and on the 16th June, 1870, the Superintendent of Lighthouses reported that the machinery was in such bad order that the person in charge was obliged to assist it, by turning the fly wheel by hand, and suggested that the engine should be stopped, as mariners entering the port had ceased to depend on hearing the sound of the trumpet; the necessary repairs were, however, performed, and the trumpet kept running until the 25th July, 1870, when the engineer reported that the engine had broken down.

I immediately advertised that the trumpet would not be sounded until further notice, and an engineer was sent from this City to report the extent of the damage.

He brought the broken parts to this place, and they have been repaired; he also suggests, that if the machine was to be kept running, spare pieces of those parts which are most liable to be damaged, should be provided and used by the engineer as required. All the circumstances were reported by me to the Department in detail, and I recommended that the following course be pursued:—

1st. That Messrs. Symonds and Company be directed to place the machinery in thorough and complete order.

2nd. That they should furnish duplicates of such parts of the machinery as are liable to get out of repair, and which could be adjusted by the engineer in charge on the spot.

3rd. That the fog trumpet on Cranberry Island be brought to Halifax, put in complete order, and erected at Sambro's Island as a duplicate of the present trumpet.

4th. That the keeper placed in charge of the instruments should be required to pass the examination demanded from engineers in charge of fog alarms at other places, and obtain a certificate of competency, and, not only to run the engine, when in repair, but also to make such repairs and adjustments of the machinery of a minor character, on the spot, as might be required on any sudden emergency.

5th. That until all these arrangements are completed, the trumpet should not be sounded.

These suggestions, which were concurred in by the Superintendent of Lighthouses, met with the approval of the Department, and arrangements are being made to carry them into effect.

HUMANE ESTABLISHMENTS.

The cost of the Humane Establishment at Sable Island for the last year, independent of its proportion of the Government vessels visiting it, has been :—

Salaries of staff.....	\$2,657 18
Provisions, rocket apparatus, supplies, &c.....	3,285 98

With respect to the provisions sent to Sable Island, I may state that they are not furnished solely for the relief of shipwrecked persons, but are mainly consumed by the staff of men and their families kept on the Island by the Government.

On the 1st January, 1870, the number of persons living on the Island, and subsisted by the Government, was as follows :—

Superintendent, family, and servant.....	4
James Hawkins, wife and child	3
Duncan McDonald, wife, and six children—three boys and three girls— eldest boy, thirteen years	8
Two assistant outpost keepers	2
Six boatmen	6
Teamster	1
Herdsmen	1
Cook	1
Total number on the Island.....	34

One man is required to complete the staff of the Island, viz:—Assistant outpost keeper at the South end. As the house is small at that station, the outpost keeper there prefers doing the whole duty, with the assistance of his family, and this arrangement has been allowed to continue.

Mr. Dodd has furnished the following statement of the number of persons who have been relieved during the last five years, the number of days' relief, and name of vessel :—

	Men.	Days.
Schooner "Weather Gage"	7	14
do "Langton Gillmore"	9	4
Brigantine "William Bennett," two women, one child, and do "Triumph"	8	102
Ship "Malakoff"	9	4
do do	11	13
do do	13	23
Schooner "Malta", one woman and	11	82

There was also a crew of eighteen or twenty men landed from the steamer "Druid," in charge of the second mate, to work at the wreck of the "Ada G. York," on the 14th

September, 1866, the greater part of which remained until the 3rd November; also four men, and a submarine diver, landed on the 25th September, and left on 3rd November.

There were also three divers and crew, seven in number, landed on the 16th December; two of them left on the 12th January, 1867; the others remained until the 6th April. All these persons were supplied from the Island.

The cost of provisions and supplies furnished the Establishment from the 1st January, 1864, to 1st January, 1870, has been as follows:—

For year ended 31st December, 1864.....	\$2,237 65
do do 1865.....	2,313 92
do do 1866.....	5,969 85
do do 1867.....	3,827 38
do do 1868.....	3,525 90
do do 1869.....	2,080 77

The amount chargeable to 1866 is much larger than other years, as many more persons than usual were subsisted on the Island that year, and about \$600 should be deducted from the amount chargeable to 1868, which sum was required to replace provisions lost in the "Daring."

The following amounts have been realized from the sale of cranberries, for the several years specified:—

For year ended 31st December, 1863.....	\$ 237 82
do do 1864.....	860 78
do do 1865.....	356 65
do do 1866.....	1,142 60
do do 1867.....	490 59
do do 1868.....	654 11
do do 1869.....	599 73

Making a yearly average of..... \$620 32

The receipts from the sale of ponies brought from the Island, since 1863, is as follows:—

1864.....	\$ 64 60
1865.....	478 49

Since the Department assumed control of the Island, but twenty-two ponies have been brought up. They were sold on the 3rd August, 1870, and realized at public auction from \$14 to \$25 each; one sold for \$57.

Of these ponies, which are a small hardy race, easily broken and trained if taken in hand when young, there are over three hundred now on the Island.

No shelter is provided for them during the winter, and many perish from exposure each year. I would recommend that at least two-thirds of them be disposed of during the next year; the month of July is the time when they are in the best condition, and is the period most favorable for their removal from the Island.

A number of them could be brought up in the Government vessel, and sold here, and I think there would be little difficulty in disposing of, say, one hundred or one hundred and fifty, to be delivered on the Island, provided the Superintendent was advised of the probable time when they should be required for shipment.

To arrive at an estimate of the expense of Sable Island for a length of time, I have gone carefully through the accounts for six years, to 31st December, 1868, with the following result:—

Total expenditure, 1st January, 1863, to 31st December, 1868.....	\$42,220 26
Receipts from wrecks, and other sources	\$21,424 88
Contribution from British Government	12,000 00
	<hr/> 33,424 88
Expenses for six years	\$8,796 38
	<hr/>
Yearly average	\$1,465 89

This does not include the expenses of communicating with the Island, which forms one of the principal expenses connected with the Island.

Of the receipts from wrecks mentioned above, upwards of \$13,000 were realized in one year from the cargoes of two wrecks—"The Ephesus" and "Ada G. York."

The idea of connecting Sable Island with the main land, by means of a submarine telegraph cable, has been often mooted.

Mr. Brown, the late Chairman of the Board of Works, of Nova Scotia, states, in his report of 1866, that had such a cable been in operation then, the additional amount of property saved that year by means of the timely notice of wrecks, obtained through this agency, would have gone far towards defraying its cost.

As this Island is a danger, lying directly in the track of much of the commerce of Great Britain and the United States, I would respectfully suggest, in case such a proposal as that referred to should be entertained and found practicable, whether both those countries might not reasonably be asked to contribute towards the undertaking.

If communication by this means were once established, the Island would only require to be visited (except in case of wreck) once, or, at most, twice a year, for the purpose of carrying supplies.

The following wrecks have taken place at Sable Island during the past year :—

Writing on the 1st January, 1870, Mr. Dodd says :—"There have been indications of a recent wreck on or near the Island ; pieces of the hull of a vessel, and the arms of a figure head, had been cast on the shore ; also, a lot of spruce and pine deals, of which more than enough have been saved to put up a house of refuge at the west end." On February 4th he says :—"Since writing, on the 1st January, I have to report the loss of the 'Kate Cleather', of Liverpool, having been cast on the North-west bar ; the captain's name on her stern was Richard Johnston. The barque 'M. and E. Robbins,' of Yarmouth, Nova Scotia, Bradford Hilton, master, from Boston, with a cargo of peas, for Cork, struck on the south side of the Island, near the south side station, on the night of the 24th February, between eight and nine o'clock. Shortly afterwards, the chief officer and a seaman were washed overboard. The rest of the crew were saved next day by hauling them ashore by a line. The vessel, in a short time, was completely broken up."

The Superintendent first sent off a boat, by means of the line, to bring the crew to the shore, but the sea broke her up before she got near the wreck. A few of the materials of the vessel were saved and sent to Halifax. The nett proceeds of these sales, at public auction, amounted to \$111 06.

In referring to the great difficulty in getting a line to the ship, Mr. Dodd called the attention of the Department to the necessity of furnishing a rocket apparatus to the principal station.

Since then a complete apparatus of the most approved description, as supplied to the coastguard stations of Great Britain and Ireland, has been ordered for the use of the Humane Establishment, for which the sum of \$803 79 was paid. A portion of this arrived here by the barque "Stag," about three weeks since, and the remainder is expected here shortly.

The brig "Aleeto," of Charlottetown, Prince Edward Island, Kenneth Finlayson, master, from Liverpool, with salt and coals, for Halifax, struck on the south side of the North-east Bar, on the morning of the 25th May last. The crew were all saved, and the rigging, sails, and anchors.

The crew were taken to Pictou by the "Lady Head," and the wrecked materials brought to Halifax by the "Ocean Traveller," on her return from the Eastern lights.

The nett proceeds of the sale of these materials, on the 3rd August, amounted to \$935 81. A final distribution of the proceeds of these two wrecks, with the allotment of salvage, &c., has not yet been made.

During the present year, a farmer was sent to the Island to report upon its agricultural capabilities, and the result of his investigations has been furnished to the Department.

A carpenter was also engaged, and went down in June, at an annual salary of \$240.

The subject of making Sable Island, to a much greater extent than at present, self-sustaining, has occupied the attention of the Department during the last year, and a step in this direction has already been taken by sending the following stock, intended for breeding purposes, to the Island :—

Two bulls.....	2 years old.
Six heifers	2 do
Six do	3 do
Two young boar pigs	
Four do sow do	

Also twelve sheep for killing or breeding, and a pair of young well-broken oxen.

I have thought carefully over a suggestion made by you, when here in September, as to the management of the Island, to the following effect :—That the Department should issue an advertisement for a competent person who would be willing to take the Island for a certain number of years, at a fixed rate per year : That he should have the advantage of all that he could produce from the Island ; that he should keep a stated number of men to attend to the duties of the Humane Establishment, in saving life and property, and, as an incentive to care and diligence in this respect, that he should receive a certain per centage on the amount of property saved, as is the case with the Superintendent at present ; that the whole Establishment should be under the inspection of the Department, who would undertake the duty of communicating with the Island at stated intervals.

There can be no doubt that if this arrangement were carried out, and a suitable person procured, the capabilities of the Island would receive their best chance of a thorough test, and the question, whether it is capable of supporting a limited population, would probably be set at rest.

It might, however, be objected that this plan would not sufficiently guarantee the performance of the duties of the Humane Establishment, viz : To save life and property.

I should think, however, that a strict Government supervision, with a per centage on property saved, would insure a prompt and faithful attention to their duties.

The success of an experiment of this kind would almost wholly depend on the selection of the person to be placed in charge, and, with a competent man, I think it would be well worth trying.

An arrangement of this sort would not, however, detract from the great importance of telegraphic communication with the Island.

ST. PAUL'S AND SCATTARIE.

With the exception of the reduction of the staff of St. Paul's Island, in consequence of the transfer to another station of the keeper of the South-west Light already referred to, these Humane Establishments have been kept up as usual ; their expenses are given in detail hereafter.

The following wrecks have occurred at St. Paul's Island since the 1st July, 1869 :—

On the night of the 3rd April, a small schooner, name unknown, drifted on the

rocks and went to pieces; the crew must have been washed off before she struck the Island.

On June 16th, Mr. McNeill reported the loss of the ship "Devonshire," of Liverpool, England, three hundred and fifty-eight tons, Thomas Curry, master, bound for the River Saugenay, in ballast, crew seventeen in all; also, the loss of the ship "Scandinavian," of Drammen, Norway, five hundred and sixty-nine tons, bound for Quebec, in ballast, crew sixteen in all.

Nearly all the materials of the ship "Devonshire" were saved by the master and crew, assisted by the men on the Island, and they were taken to Sydney and sold.

The bulk of the provisions sent to the Humane Establishment at St. Paul's, was used by the crews of these two vessels. They have been promptly replaced, and the cost charged to the Board of Trade, as both the vessels were registered out of the Dominion of Canada.

The ship "Rajahgopaul," of Lancaster, England, eight hundred and fifty-one tons, William Foster, master, with a cargo of salt for Quebec, crew twenty-one in all, was wrecked on the north end of the island, close by the light, on the morning of the 4th September, 1870, during a dense fog; the ship went to pieces in a few minutes; the crew were saved by the Island men; they were dragged out of the water to the rock, in a complete state of exhaustion, and destitute of everything.

The master agreed with Captain McLeod, of Beaver Harbor, to take him and his crew to Sydney, for which service he sold him his chance of any portion of the wreck he could fish from the bottom.

I should have stated that the "Scandinavian" was almost a total wreck; some few materials were saved, and sold by the captain at Sydney.

On the 7th September, 1870, the barque "Wild Wave," of Prince Edward Island, was wrecked at St. Paul's. She was timber-laden, and full of water, and had to be run ashore to save the lives of those on board. She went to pieces in a short time, and Captain Morris, his wife, and crew, were taken to North Sydney in the schooner "Ocean Belle."

The supply of clothing was exhausted by these vessels, but has been replaced, at the expense of the Board of Trade.

As the staff at St. Paul's is now reduced, the necessity exists more than ever for providing a wire bridge across the chasm which separates the North-east light from the main Island.

No wreck has occurred at Scatterie during the past year.

Full and detailed statements are appended, shewing the amounts which have been expended for each service, under the control of this branch of the Department, for the financial year, ended 30th June, 1870.

I have the honor to be Sir,

Your most obedient servant,

H. W. JOHNSTON.

DEPARTMENT OF MARINE AND FISHERIES,

Halifax, 15th November, 1870.

H. W. JOHNSTON,

Deputy of Marine and Fisheries.

SIR,—During the past year I have visited all the lights in this Province, the Humane Establishment of St. Paul's and Scatterie, and beg to submit the following Report:—

The new Lighthouses erected at Apple River and East Ironbound Island, were satisfactorily completed at the time specified, except placing the lanterns, which did not

arrive until some time after. The lanterns of both have since been erected, and Apple River light put in operation.

Those at the west end of Scatterie, Ingonish, and Weymouth, were not completed, on account of the difficulty of getting lanterns conveyed to the places of erection.

MEAGHER'S BEACH.

This Lighthouse is in about the same condition as reported last year, the beach has been washed away a good deal, and the sea made some encroachments at the base of the keeper's dwelling house, which will require repairs in the spring of 1871. A new gang-way, or bridge, has been made to the entrance, the old one being rotten and unsafe. There were two glass reflectors put up to the lamps in May, as an experiment, which were found, after a fair trial, not to answer; the two did not reflect as much light as the one removed; they were, however, taken down and replaced by the old one before in use.

EGG ISLAND.

The gale of the 4th September has done much damage at this station; the dwelling house was washed away by the sea breaking through the gully, and carried seventy feet down the slope; the building held together, but is very much shattered. The foundation wall of the Lighthouse was knocked away in several places, and the whole a good deal shook, but the building did not move.

Part of one side of the Lighthouse was stripped of the shingles, and the deck started leaking. Mechanics were immediately sent down to repair the damages for present necessities. The light is in good condition, having received no damage by the storm.

CAPE ST. GEORGE.

The Lighthouse at this station has had additional supports put to it, for security against the storms which blow over the Cape in fearful gusts.

The light is in good condition and works well, except in heavy gales, when the vibration of the building causes the machinery to work irregularly. The lighthouse has been painted the last year.

ST. PAUL'S.

The revolving machinery at the South-west light has got out of order since the change of keepers. A machinist was sent down in October, to put it in order, and report. A brick cistern (omitted in last year's report), was built in the cellar of the dwelling house, at the North-east station, for a better supply of water.

GREEN ISLAND.

The landing place and boat slip at this station was torn up by the gale on the 4th September, and filled up by rock thrown in by the sea. A boathouse and store were built near the landing place for storing supplies when landed, the Lighthouse being some distance from it.

LIVERPOOL.

The dwelling house at this station has been newly shingled, and new sashes put in the window, and other necessary repairs done, and the Lighthouse painted. The boat-slip and wharf carried away by the 4th September gale, has been rebuilt. The character of the light at Fort Point, Liverpool Harbor, was changed on the 1st July, from white to red.

LITTLE HOPE.

This Island has again been diminished by the late gale, several feet more have been washed away by the sea at the south-west part; the top of the Island been torn up and filled with stones. The sea washed over the southern part of it, but no damage was done to the Lighthouse.

SHELBURNE.

The dwelling house at this station has been re-shingled, and new sills put under a part of it, with other repairs required.

BARRINGTON.

The character of this light was changed on the 1st September, from a revolving white to a fixed red light. A new deck has been put to the Lighthouse, the old one being rotten and leaky; the building has also been painted.

The sea washed over Baccaro Point, on which the Lighthouse stands, destroying the walls and fences, but the buildings received no damage.

CAPE SABLE.

The character of the light at this station has also been changed from a fixed red to a revolving white light; the change took place on the 1st September. The gale of the 4th destroyed the boats at this Establishment, one of them owned by this Department.

SEAL ISLAND.

The keepers dwelling at this station has been re-shingled, some of the rooms plastered, cellar walls repaired and pointed, new sills put under part of the house, chimneys partly re-built, and other repairs that were required.

The alteration to be made on the Lighthouse for the new dioptric light, was not made on account of the sills being rotten, and, in my opinion, not fit to bear the additional weight of the new light and lantern; and the season being far too far advanced to get more material to the Island, I thought it advisable to abandon the work until the spring, because I could not attend to it myself, not anticipating such a favorable time as the weather has proved, and at that time having charge of the "Ocean Traveller." *

YARMOUTH.

The lantern of this light has been repaired, and new glass put in where required. The wharf and boat-slip have also been repaired; the above was injured by the late gale.

BLACK ROCK.

The light and dwelling-house in course of repairs at this station, last year, have been completed; the roof has been re-shingled and painted, window sashes renewed, and the embankment at the west end walled up and filled in with earth.

PARSBOROUGH.

The building and breastwork under repairs from damage received in the gale of the 5th October, 1869, were completed in November, in the same year.

* The alteration has since been effected and the new light exhibited.

APPLE RIVER.

The new Lighthouse erected at this station has been completed. The lamps, &c., were removed from the old to the new building about the 20th September.

BEACONS AND BUOYS.

The iron can buoys for the Bull and Bass Rocks, near Canso, were moored in their respective places on the 30th June, when on my annual visit to the lights. There have been no new buoys made or put down the past year, except the above two. The beacon, on Wesses Ledge, in Barrington Harbour, has received some damage from the late gales; some of the stones near the base have been displaced, which will require to be looked after in the spring.

FOG TRUMPETS AND WHISTLES.

The fog alarm at Canso, Cranberry Island, has been working well until the 30th August, when it gave out, and has not since been in operation.

The trumpet at Sambro has not been in operation for some time, being out of order.

The steam whistle at Cape Forchu has required no material repairs the past year, and has been working well. Some improvements have been made to the reservoir for holding water.

GENERAL REMARKS.

All the lights in the Province are well attended to, and kept in good order, and give general satisfaction.

Several Lighthouses and keepers' dwellings have been painted, and some slight repairs done to them, besides those specially mentioned.

There are still more lights required on the south coast east of Halifax (as before reported), which would be very serviceable to coasters and others generally.

The Lighthouse erected last year on Point Tupper, in the Strait of Canso, was lit on the 15th April.

The beacon light at St. Ann's Harbor, Cape Breton, is in course of completion.

The oil supplied for the lights this year is of a superior quality to that supplied the two preceding years; it produces a good clear light, and leaves the chimneys and wicks clean.

The iron tanks for holding the oil were not completed in time to take with the other supplies for the Eastern lights, and only a few were taken to the Western lights, on account of their not being room on board the vessel to stow them, having a quantity of lumber and other material on board for Seal Island, for altering and repairing the light and dwelling-house; several tanks have since been sent, when opportunities offered.

None of the new lights have yet been put in operation, except Apple River, the lamps of which were removed from the temporary light to the new building.

The new lamps received from Montreal a short time since, have not been sent to any of them, except those for the west end of Scatterie, which were shipped to "Main à Dieu"; the party carrying them would not consent to land them on the Island without receiving a large amount.

Provisions and clothing were sent to St. Paul's, with the supplies for the lights. A large portion of them were consumed since by seamen wrecked on the Island. A new supply was shipped by steamer "Lady Head," *via* Pictou. A road has been made across the Island, and another commenced to the north-east end.

I am, Sir,

Your most obedient servant,

THOMAS P. JOST,
Superintendent of Lighthouses.

GENERAL STATEMENT of the Expenditure of the Nova Scotia Branch of the
Department of the Marine and Fisheries, for year ended 30th June, 1870.

	\$ cts.	\$ cts.
Lighthouse and Coast Service.....	51,447 40	
{ Signal stations.....	1,469 75	
Buoys and beacons.....	1,383 59	
A { Sable and Seal Islands Humane Establishment.....	6,083 16	
{ Construction, Point Tupper Lighthouse.....	782 60	
do Seal Island Fog whistle.....	3 00 00	
		64,366 50
B { Steamer <i>Druid</i>	16,281 38	
do <i>Lady Head</i>	4,019 95	
		20,301 33
C { Distressed seamen.....		314 30
{ Sick and disabled seamen.....		4,001 59
Salaries and contingencies.....		3,178 41
D { Fisheries.....	9,994 78	
Marine police.....	5,377 03	
		15,371 81
Ocean and River Steam Service (subsides).....		3,038 36
		110,572 30

HALIFAX, N.S.

A.—SUBDIVISION of Amount expended on Account of Lighthouse and Coast Service, for year ended 30th June, 1870.

	\$ cts.	\$ cts.
<i>Maintenance Lighthouses.</i>		
Salaries 60 Lighthouse Keepers and Superintendent	24,322 55	
Oil and other supplies, repairs, boats, &c.	17,883 11	42,205 66
<i>Maintenance Fog Alarm.</i>		
Salaries 4 Keepers	1,153 27	
Supplies, repairs, &c.	1,310 59	2,463 86
<i>Maintenance St. Pauls Humane Establishment.</i>		
Salaries Superintendent and 4 men	1,643 84	
Supplies	701 10	
New buildings, repairs, &c.	2,128 54	4,473 48
<i>Maintenance Scatterie Humane Establishment.</i>		
Supplies		168 82
<i>Maintenance Sable Island Humane Establishment.</i>		
Salaries Superintendent and Staff	2,657 18	
Supplies	3,285 98	5,943 16
<i>Maintenance Seal Island Humane Establishment.</i>		
Keeping boats at Seal Islands	120 00	
Balance for keeping boats at Mud Islands	20 00	140 00
Schooner "Ocean Traveller"	899 58	
Amet Island Breastwork	636 00	
Purchase Pomket Island	600 00	
Point Tupper Lighthouse	782 60	
Seal Island Fog Whistle	3,200 00	
Signal Stations	1,469 75	
Boys and Beacons	1,383 59	8,971 52
		64,366 50

PARTICULARS of Expenditure on account of Lighthouse and Coast Service, for year ended 30th June, 1870.

	\$ cts.	\$ cts.
<i>NOVA SCOTIA.</i>		
<i>Amet Island.</i>		
H. G. Bennett, Keeper, 1 year's salary	513 68	
De Chezeau & Crow, freight of supplies	4 00	
W. S. Symonds & Co., grate, &c.	2 75	520 43
<i>Annapolis.</i>		
F. Bragg, 1 year's salary	472 60	
De Chezeau & Crow, new lamps, stove, &c.	219 97	
F. Bragg, lamp-stand, &c.	15 65	708 22

PARTICULARS of Expenditure on account of Lighthouse, &c.—*Continued.*

	\$ cts.	\$ cts.
<i>Apple River.</i>		
J. Tate, 1 year's salary	390 40	
W. Symonds & Co., stove, &c.	31 00	
T. Livingston, putting light in barn	124 04	
Black Bros. & Co., paint, oil, &c.	23 67	
De Chezeau & Crow, repairing lamps	10 40	
		579 51
<i>Arichat.</i>		
J. Coste, 1 year's salary	238 36	
De Chezeau & Crow, paint, oil, &c.	60 55	
W. S. Symonds & Co., stove and pipe	18 90	
Smithers & Son, putty	3 50	
		321 31
<i>Barrington.</i>		
J. S. Smith, 1 year's salary	390 40	
J. Stairs, clock cord	5 88	
W. Symonds & Co., repairs to clock	42 50	
A. L. Wood, freight of supplies	3 50	
		442 28
<i>Beaver Island.</i>		
R. Fraser, salary to April	303 23	
S. Balcam, salary to 30th June	87 17	
De Chezeau & Crow, sundries	4 80	
J. Stairs, clock cord	5 88	
R. Fraser, boarding carpenters	36 80	
		437 88
<i>Bird Island.</i>		
M. Morrison, 1 year's salary	410 96	
De Chezeau & Crow, rope, &c.	21 65	
W. S. Symonds & Co., stove, &c.	27 90	
J. Stairs, clock cord	5 56	
T. Holloway & Son, blocks	3 89	
R. Purvis, balance for erecting pier	137 32	
		607 28
<i>Black Rock.</i>		
J. Crotty, 1 year's salary	369 85	
Black Bros. & Co., paint, oil, &c.	9 65	
De Chezeau & Crow, stove, &c.	13 75	
		393 25
<i>Black Rock Point.</i>		
D. Morrison, 1 year's salary	359 60	
N. Morrison, fence poles	17 80	
L. Huntley, repairs	155 00	
D. Morrison, building outhouse, &c.	112 37	
Corbett & McQueen, making road	133 35	
P. Smith, finishing attic	35 00	
De Chezeau & Crow, oil tank	18 50	
		831 62
<i>Boar's Head.</i>		
H. M. Ruggles, 1 year's salary	359 60	
De Chezeau & Crow, freight of supplies	1 50	
H. M. Ruggles, ladder, &c.	8 50	
		369 60
<i>Brier Island.</i>		
J. Suthern, 1 year's salary	472 60	
do repairing wall	7 00	
		479 60

PARTICULARS of Expenditure on account of Lighthouse, &c.—*Continued.*

	\$ cts.	\$ cts.
<i>Burnt Coat.</i>		
N. Smith, 1 year's salary	256 84	
De Chezeau & Crow, new lamps, &c.	64 30	
N. Smith, painting, &c.	10 75	331 89
<i>Cape Sable.</i>		
H. Doane, 1 year's salary	493 16	
De Chezeau & Crow, supplies	100 30	
H. Doane, painting	20 00	613 46
<i>Cape St. George.</i>		
D. Condon, 1 year's salary	493 16	
De Chezeau & Crow, sundries	6 75	499 91
<i>Cape St. Marys.</i>		
M. Robicheau, 1 year's salary		513 68
<i>Carriboo Island.</i>		
A. Munro, 1 year's salary	410 96	
De Chezeau & Crow, sundries	6 45	
A. Munro, sundries	5 50	422 91
<i>Chester (East Iron Bound).</i>		
E. Young, 5 months' salary	205 48	
do building wall, &c.	62 65	268 13
<i>Cranberry Island.</i>		
J. Hanlon, 1 year's salary	484 92	
De Chezeau & Crow, supplies	11 65	496 57
<i>Cross Island.</i>		
J. Smith, salary to January, 1870	265 25	
B. Rynard, salary to 30th June, 1870	207 35	
E. Smith, carting stores	5 00	
W. Symonds & Co., stove, &c.	24 28	
De Chezeau & Crow, supplies	5 30	507 18
<i>Devil's Island.</i>		
B. Fulker, 1 year's salary	390 40	
De Chezeau & Crow, supplies	46 70	
W. Murray, wheelbarrow	4 50	
P. Grant & Co., cotton	1 65	
Black Bros. & Co., paint	1 30	444 55
<i>Egg Island.</i>		
W. Condon, 1 year's salary	513 68	
De Chezeau & Crow, supplies	42 45	
W. Caldwell, ring bolts	2 34	
W. Symonds & Co., iron blocks	6 50	
W. Condon, repairs	23 50	588 47

PARTICULARS of Expenditure on account of Lighthouse, &c.—*Continued.*

	\$ cts.	\$ cts.
<i>Fish Island.</i>		
J. B. White, 1 year's salary	287 68	
Black Bros. & Co., paint, &c.	19 17	
J. B. White, boat, &c.	21 00	327 85
<i>Flint Island.</i>		
G. Cann, salary to 14th November, 1869	153 00	
B. Haney, salary to 30th June, 1870	257 96	
J. Cann, wages	28 25	438 21
<i>Fort Point.</i>		
S. T. N. Sellon, 1 year's salary	246 56	
De Chezeau & Crow, oil tin	0 75	247 31
<i>Green Island.</i>		
P. Duann, 1 year's salary	513 68	
W. Symonds & Co., stove, &c.	28 40	
A. P. McNeill, erecting boat house	200 00	
De Chezeau & Crow, supplies	19 60	
H. E. O. Heix, freight supplies	3 50	765 18
<i>Gull Rock.</i>		
S. Hayden, 1 year's salary	410 96	
De Chezeau & Crow, paint, &c.	28 25	439 21
<i>Guysboro'.</i>		
G. S. Peart, 1 year's salary	226 04	
De Chezeau & Crow, repairing lamps, &c.	4 05	230 09
<i>Horton Bluff.</i>		
C. Rathburn, 1 year's salary	238 36	
do carting supplies	4 00	
De Chezeau & Crow, supplies	8 65	251 01
<i>Ironbound Island.</i>		
E. Wolf, 1 year's salary	369 85	
De Chezeau & Crow, repairing stove, &c.	9 80	379 63
<i>Little Hope Island.</i>		
C. Firth, 1 year's salary	513 68	
do repairing landing, &c.	36 02	
Rees & Collins, sundries	10 26	
W. Symonds & Co., repairing clock	43 75	
De Chezeau & Crow, chimneys, &c.	47 70	651 41
<i>Liverpool.</i>		
T. Eaton, 1 year's salary	472 60	
De Chezeau & Crow, oil tank, &c.	18 70	
C. J. Wright, repairs	225 00	
Black Bros. & Co., paint, &c.	24 50	740 80

PARTICULARS of Expenditure on account of Lighthouse, &c.—*Continued.*

	\$	cts.	\$	cts.
<i>Louisburg.</i>				
L. Kavanagh, 1 year's salary	472	60		
do building fence, &c.	55	00		
De Chezeau & Crow, sundries	7	35		
			534	95
<i>Low Point.</i>				
J. G. Peters, 1 year's salary	472	60		
De Chezeau & Crow, rope, &c.	21	25		
T. Holloway & Sons, blocks	4	98		
			498	83
<i>Lunenburg.</i>				
J. A. Ernst, 1 year's salary			246	56
<i>Margaree.</i>				
N. C. McKeen, 1 year's salary			410	96
<i>Margaretville.</i>				
W. Farly, 1 year's salary	236	29		
do painting, &c.	12	25		
De Chezeau & Crow, turners	1	50		
			250	04
<i>Meagher's Beach.</i>				
D. George, 1 year's salary	410	96		
De Chezeau & Crow, sundries	11	40		
J. Bowser, erecting gangway	58	20		
D. Timmins, wood	100	00		
			580	56
<i>Moser's Island.</i>				
H. Moser, 1 year's salary	462	32		
De Chezeau & Crow, sundries	4	03		
			466	35
<i>North Canso.</i>				
G. McKay, 1 year's salary	472	60		
do carting stores	1	00		
			473	60
<i>Parrsboro'.</i>				
W. Armstrong, 1 year's salary	349	32		
W. Symonds & Co., stove, &c.	14	70		
Black Bros. & Co., sundries	3	10		
De Chezeau & Crow, sundries	11	95		
W. Armstrong, repairs, &c.	105	30		
			484	37
<i>Peggy's Point.</i>				
E. Horn, 1 year's salary	359	60		
De Chezeau & Crow, sundries	5	30		
J. Stairs, hinges, &c.	3	26		
H. G. Hill, pickets, &c.	21	04		
Malcolm & Johnson, line, &c.	5	75		
E. Horn, building fence, &c.	12	88		
			407	83

PARTICULARS of Expenditure on account of Lighthouse, &c.—*Continued.*

	\$ cts.	\$ cts.
<i>Pictou.</i>		
H. W. Lowden, 1 year's salary	472 60	
De Chezeau & Crow, paint, &c.	33 90	
J. Munro, stove, &c.	24 45	
		530 95
<i>Pictou Island.</i>		
A. Hogg, 1 year's salary	472 60	
De Chezeau & Crow, paint, &c.	11 10	
J. Munro, stove, &c.	20 32	
A. Hogg, repairs	5 15	
		538 17
<i>Point Tupper.</i>		
A. McDonald, salary to 30th June	51 37	
A. Embree, for keeping building	45 00	
W. Symonds & Co., stove, &c.	11 15	
Smithers & Son, putty	3 15	
De Chezeau & Crow, supplies	32 55	
Hart & Ingraham, supplies	10 00	
		153 22
<i>Pomket Island.</i>		
J. Atwater, 1 year's salary		359 60
<i>Port Hood.</i>		
T. Power, 1 year's salary		287 68
<i>Port Medway.</i>		
E. Perry, 1 year's salary	267 12	
De Chezeau & Crow, paint, &c.	39 25	
E. Perry, painting, &c.	12 00	
		318 37
<i>Port Williams.</i>		
J. M. Dunn, 1 year's salary		267 12
<i>Pubnico.</i>		
M. Amero, 1 year's salary		246 56
<i>Sambro.</i>		
W. Gilkie, 1 year's salary	410 96	
De Chezeau & Crow, supplies	15 15	
J. Stairs, sundries	14 92	
		441 03
<i>Sand Point.</i>		
J. Mundell, 1 year's salary	426 37	
Black Bros. & Co., paint, &c.	24 15	
J. Mundell, painting, &c.	13 00	
		463 52
<i>Scattarie Island.</i>		
J. McLean, 1 year's salary	842 48	
De Chezeau & Crow, sundries	20 60	
W. Symonds & Co., boiler, &c.	6 15	
		869 23

PARTICULARS of Expenditure on account of Lighthouse, &c.—*Continued.*

	\$ cts.	\$ cts.
<i>Seal Island.</i>		
T. C. Crowell, 1 year's salary	493 16	
do allowance for assistant	80 00	
Black Bros. & Co., paint, &c.	46 07	
T. C. Crowell, painting, &c.	11 93	
De Chezeau & Crow, repairing lamps, &c.	108 45	
Bank of Montreal Drafts, for repairs, &c., of dioptric light	641 40	
		1,381 01
<i>Shelburne.</i>		
C. Stalker, 1 year's salary	493 16	
W. McLean, repairs	156 52	
Dr. Snider, medical attendance	22 00	
J. McKenzie, repairs	71 00	
De Chezeau & Crow, sundries	3 80	
C. Stalker, boarding carpenters	30 00	
		776 48
<i>Spencer's Point.</i>		
W. Spencer, 1 year's salary	64 20	
do freight supplies	6 00	
		70 20
<i>St. Pauls Island.</i>		
L. McDougall, 1 year's salary, N.E.	431 52	
N. Campbell, do do S.W.	431 52	
W. Symonds & Co., stove, &c.	34 10	
S. & W. Caldwell, Smith's tools, &c.	25 85	
De Chezeau & Crow, wrench	1 20	
N. Campbell, repairs, S.W.	15 00	
T. & E. Kenny, cotton, &c.	9 90	
M. F. Eager, sprits wine	6 50	
		955 59
<i>Westport.</i>		
J. D. Suthern, 1 year's salary		308 21
<i>White Head.</i>		
J. P. Dillon, 1 year's salary	410 96	
De Chezeau & Crow, paint, &c.	18 38	
J. P. Dillon, painting, &c.	15 25	
Smithers & Son, putty	5 20	
		449 79
<i>Yarmouth.</i>		
C. J. T. Fox, 1 year's salary	493 16	
Kinney, Haley & Co., repairs	233 85	
De Chezeau & Crow, sundries	31 00	
Black Bros. & Co, paint, &c.	11 45	
		769 46
<i>Cranberry Island Fog Trumpet.</i>		
J. Hanlon, 1 year's salary	359 60	
De Chezeau & Crow, supplies	49 82	
W. Symonds & Co., repairs	257 25	
J. Hanlon, sundries	25 90	
C. Neill, filling coal bags	4 10	
G. Oliver, freight coal	17 50	
		714 17
<i>Seal Island Fog Whistle.</i>		
S. Reardon, on account salary		50 00

PARTICULARS of Expenditure on account of Lighthouse, &c.—Continued.

	\$	cts.	\$	cts.
<i>Sambro Fog Trumpet.</i>				
J. Gilkie, 1 year's salary.....	359	60		
W. Symonds & Co., repairs.....	104	15		
De Chezeau & Crow, supplies.....	66	50		
G. Fleming, freight sundries.....	7	00		
C. Mackey, do.....	6	00		
T. P. Jost, paid freight bags.....	2	75		
Black Bros. & Co., cotton waste.....	5	10		
S. & W. Caldwell, steel springs.....	2	00		
			553	10
<i>Yarmouth Fog Whistle.</i>				
C. J. Fox, salary to 30th November.....	115	27		
W. Wells, salary to 30th June.....	268	80		
C. J. Fox, land for site.....	101	80		
C. J. Fox, sundries.....	156	10		
G. Fleming & Son, castings and repairs.....	58	14		
A. K. Clements & Co., fuel, &c.....	386	47		
Malcolm & Johnson, lime, &c.....	26	30		
W. M. Smith, paint, oil, &c.....	33	71		
			1,146	59
<i>St. Pauls Humane Establishment.</i>				
D. J. McNeill, 1 year's salary.....	821	92		
do 1 year's wages 4 boatmen.....	821	92		
J. Pugh, provisions.....	235	05		
J. Monahan, building tank.....	285	00		
J. Bowser, erecting boathouse and repairs.....	1,794	54		
C. J. Campbell, lumber.....	49	00		
E. J. Tobin & Co., provisions.....	63	23		
J. F. Phelan, pork, &c.....	151	70		
J. B. Conrod, ladders.....	2	50		
J. B. Campbell & Co., beef.....	17	25		
T. J. Bentley, oars.....	75	65		
J. Stairs, supplies.....	79	72		
J. J. Scriven, bread.....	36	00		
Lordly & Stimpson, beef.....	40	00		
			4,473	48
<i>Scattarie Island Humane Establishment.</i>				
T. J. Bentley, oars.....	28	05		
J. Pugh, provisions.....	105	79		
M. F. Eager, medicines.....	25	08		
			158	92
<i>Schooner "Ocean Traveller."</i>				
Black Bros. & Co., 1 month's charter.....	300	00		
T. P. Jost, 1 month's pay of crew.....	222	00		
do on account disbursements.....	150	00		
J. F. Phelan, pork.....	20	00		
J. McDaniel, wood.....	6	00		
P. Grant & Co., blankets.....	10	30		
J. J. Scriven, bread.....	16	69		
J. Roddick, ice chest.....	10	75		
Davis & Co., dockage.....	14	00		
A. & H. Creighton, chart.....	1	25		
S. & W. Caldwell, rowlocks.....	2	00		
Lordly & Stimpson, provisions.....	141	17		
E. Bowes, ice.....	3	50		
Kent & McLean, water.....	1	92		
			899	58
<i>Amet Island Breastwork.</i>				
R. Purvis, superintending construction.....	282	00		
D. A. Campbell, balance of contract.....	314	00		
H. G. Bennett, overseeing.....	40	00		
			636	00

PARTICULARS of Expenditure on account of Lighthouse, &c.—*Continued.*

	\$	cts.	\$	cts.
<i>Construction of Lighthouses.—Point Tupper Lighthouse.</i>				
G. H. Jost, plans and specifications		14	00	
H. N. Paint, and for site		150	00	
A. P. McNeill, erecting, building, fence, &c.		488	50	
De Chezeau & Crow, lamps, &c.		130	10	
				782 60
<i>Lighthouse and Coast Service.</i>				
T. P. Jost, Superintendent, 1 year's salary		821	92	
do travelling expenses		294	96	
E. G. W. Greenwood, city and county rates		99	26	
J. A. Bell, water tax		17	50	
C. Annand, advertising		4	00	
A. Grant do		77	75	
H. Crosskill do		82	75	
Compton & Co. do		70	50	
J. Barnes do		26	25	
R. Huntington do		22	50	
E. McDonald do		76	25	
T. H. Holmes do		4	00	
W. Bryden do		5	00	
J. Livingston do		14	57	
Willis & Davis do		4	69	
L. D. Vincent, kerosene oil		3,246	22	
Clark & Francis do		3,624	38	
J. Kaye do		65	79	
Inspecting, guaging, &c., oil		246	00	
W. B. Fairbanks, rent wharf and stores		550	00	
Davis & Co. do do		240	00	
Lighthouse supplies, travelling, cotton, soap, brushes, waste		1,246	00	
Packing cases, and casks, and packing		150	30	
Invoice and freight glass reflectors		64	52	
Invoices and freight, chimneys and wicks		704	14	
Invoice and freight, paints, oil, &c.		634	71	
J. & R. B. Seeton, freight plate glass		23	74	
Starr Manufacturing Co., on account oil tanks		1,521	50	
Contingencies		112	18	
J. B. Oxley, purchase-money Pomket Island		600	00	
G. H. Jost, plans, &c., Apple River (new lighthouse)		14	00	
H. Kaulback, purchase-money, recording deed, &c., site Chester (new) Lighthouse		67	15	
				14,425 87
<i>Seal Island Fog Whistle.</i>				
W. Smith, jun., plans and specifications		49	00	
W. M. Smith, travelling expenses		150	00	
G. Fleming & Sons, on account steam fog whistle		1,858	50	
H. W. Johnson, to pay premium of insurance on ditto		19	55	
W. H. Tuck, drawing contracts, &c.		48	31	
Z. G. Gabel, sundries		231	20	
J. K. Hanson, on account contract for buildings		843	44	
				3,200 00
<i>Signal Stations.</i>				
Control Department expenses for year				1,469 75
<i>Buoys and Beacons.</i>				
J. Kendrick, placing, &c., buoys, Barrington Harbor		66	21	
D. Marchand do Arichat		198	47	
J. A. Fraser do Carey's Shoal		96	00	
W. McLean do Shelburne Harbor		100	00	
J. Bouche do Arichat do		20	00	
C. Muggat do North Sidney do		48	00	

PARTICULARS of Expenditure on account of Lighthouse, &c.—*Continued.*

	\$	cts.	\$	cts.
J. Swain, placing, &c., buoys, Port la Tour harbor.....	58	00		
G. S. Peart do Guysboro' do	20	00		
H. Peitch do Canso do	100	00		
R. McNeil do Merigomish do	20	00		
T. Johnson do Ragged Islands	7	50		
L. Kavanagh do Nag's Head Shoal	20	00		
H. G. Pines, M.P.P., furnishing and placing buoys, Pugwash Harbor	200	00		
W. Symonds & Co., anchors and ballast balls	80	00		
Black Bros. & Co., chain, &c.	100	95		
S. & W. Caldwell, buoy fittings	72	44		
T. J. Bentley, spar buoys	52	50		
D. Creamer, mooring stones	23	00		
J. Stairs, chain	75	00		
Wharfages, &c.	16	75		
			1,383	59
<i>Sable Island Humane Establishment.</i>				
P. S. Dodd, 1 year's salary	587	68		
do boatmen's wages for year	2,069	50		
J. Pugh, supplies	1,416	17		
Black Bros. & Co., hardware	66	78		
S. & W. Caldwell, shaft hooks	12	00		
M. F. Fager, medicines, seeds, &c.	74	70		
A. & W. MacKinley, stationery	7	76		
W. Whitall & Co., leather, &c.	5	12		
R. H. Cogswell, repairing spy-glass	1	50		
W. Symonds & Co., stove-pipe	18	30		
J. S. Campbell, surf-boat	112	00		
Lockhart & McLeod, potatoes, &c.	48	59		
Fraser, paint, &c., bricks	24	75		
J. P. Mott, candles, &c.	24	98		
B. Wier & Co., flour, &c.	167	10		
J. S. Belcher, singlets	65	00		
C. & W. Anderson, soap, &c.	17	55		
Kelly & Paul, tinware	7	65		
J. F. Pheasant, provisions	332	28		
C. Smith, boarding Johnson (farmer)	16	25		
Woodhill & Sons, beef	20	80		
J. Stairs, sundries	29	83		
Bank of Montreal, exchange to remit Haws & Co. for rocket apparatus	803	79		
Sundries	13	08		
			5,943	16
<i>Seal Island Relief Establishment.</i>				
T. C. Crowell, allowance for support of boats, &c., at Seal Island	120	00		
W. Kinney do do do do at Mud Island	20	00		
			140	00
			64,366	50

B.—SUBDIVISION of Amounts expended on account of Steamers *Druid* and *Lady Head*, for year ended 30th June, 1870.

<i>Steamer "Druid."</i>	\$ cts.	\$ cts.
Pay list	7,823 59	
Provisions	2,094 60	
Coal, etc.	2,263 40	
General disbursements	2,115 60	
Repairs	1,788 70	
Erecting a Coal Shed	195 49	
		16,281 38
<i>Steamer "Lady Head."</i>		
Pay list	1,044 79	
Provisions	695 12	
Coal, &c.	187 50	
General disbursements	1,946 72	
Repairs	145 82	
		4,019 95
		20,301 33

C.—SUBDIVISION on Amounts expended on account of Sick and Disabled Seamen, for year ended 30th June, 1870.

	\$ cts.	\$ cts.
Provincial and City Hospital at Halifax	2,057 98	
do do at Port of Pugwash	35 63	
do do do Pictou	193 37	
do do do Cape Canso	137 80	
do do do Liverpool	12 25	
do do do Port la Tour	14 00	
do do do Cow Bay	384 07	
do do do Windsor	7 00	
do do do Cornwallis	142 67	
do do do Port Hood	127 25	
do do do Port Mulgrave	18 00	
do do do North Sidney	78 37	
do do do Digby	78 98	
do do do Arichat	66 00	
do do do Port Hawksbury	38 50	
do do do Port Medway	34 50	
do do do Shelburne	57 07	
do do do Parrsboro'	33 50	
do do do Annapolis	116 95	
do do do Pomket	311 50	
do do do Halifax	56 20	
		4,001 59

D.—SUBDIVISION of Amount expended on account of Fisheries Service, for the year ended 30th June, 1870.

	\$ cts.	\$ cts.
<i>Fisheries.</i>		
W. H. Roger's salary for year.....	821 92	
do travelling expenses	700 00	
Travelling expenses, W. H. Venning, Inspector of Fisheries for Nova Scotia and New Brunswick	300 00	
Salaries and disbursements, Overseers and Wardens.	8,172 86	9,994 78
<i>Marine Police.</i>		
Schooner <i>Sweepstake</i>	1,650 27	
do <i>Ida E.</i>	2,531 24	
Armament, uniforms, advertising, &c	1,195 52	5,377 03
		15,371 81

GENERAL STATEMENT of the Receipts of the Nova Scotia Branch of the Department of Marine and Fisheries, for the year ended 30th June, 1870.

	\$ cts.	\$ cts.
<i>Lighthouse and Coast Service.</i>		
1869.		
Sept. 2.. Sale of oil casks.....	32 10	
Dec. 10.. do do	89 28	
„ 29.. do do	6 75	
do damaged stores from St. Pauls Island Humane Establishment	164 08	
Sale of wrecked property from Sable Island Humane Establishment	6 50	298 71
<i>Steamer "Druid."</i>		
Aug. 11.. Towing disabled vessels	100 00	
Sept. 2.. Sale of damaged beef	12 07	112 07
		410 78

APPENDIX No. 6.

REPORT OF THE INSPECTOR OF LIGHTS OF THE NEW BRUNSWICK BRANCH OF THE DEPARTMENT OF MARINE AND FISHERIES FOR THE YEAR ENDING 30TH JUNE, 1870.

ST. JOHN, NEW BRUNSWICK,
November 29th, 1870.

SIR,—In presenting my annual Report on the Lights, Buoys and Beacons, Steam Fog Alarms, and Marine Hospitals under my supervision in the Province of New Brunswick, for the year ending 30th June, 1870, I have much pleasure in informing you that nearly all are now in an efficient state, and that much pleasure has been manifested by those parties interested in navigation at the many improvements and additions that have been made in these important services during the past year.

A very considerable expenditure was found necessary to repair the damages done by the tidal wave of 4th October, which commenced at 5 a.m., and about 3 p.m. a heavy gale set in, which increased in violence and attained its height about 9 o'clock. The disastrous effects of this wave and gale were felt over the whole Province, and the following Lighthouses all suffered more or less severely, viz.:—"Quaco," "Cape Enrage," "Beacon," "Partridge Island," "Point Lepreau," "Head Harbour," "St. Andrew's," "Swallow Tail," and "Gannet Rock," to repair which has added largely to the expenditure of this branch of the service.

LIGHTS.

MISCOU.

The amount expended at this station for repair during the past year was twenty-six dollars and thirty cents (\$26 30). The buildings are in good order, and during the past season the light has given every satisfaction. Little will be needed at this station the coming year beyond the average expenditure, unless for some unforeseen occurrence.

ESCUMINAC.

In the month of September the old lantern and lighting apparatus were taken down, and a third order French Dioptric, (equal to a second order English) lighting apparatus put up in its stead.

While the improvements were being made, I had a temporary light exhibited, which answered every purpose, and no casualty occurred while the change was being made. Before the work was commenced, due notice was given to mariners, leading ship owners, and all Custom Houses of the proposed change, both by printed notices and insertions in the leading papers of the Province. The tower has been painted, and some necessary repairs made to the keeper's house. The whole repairs and alterations, exclusive of the lighting apparatus, amounting to the sum of one thousand three hundred and thirty dollars and fifty-four cents (\$1,330 54.) I have now to report this station (one of the most important in the Gulf of St. Lawrence) in good working order, and the light has been seen clearly at a distance of 25 miles.

From the best parts of the old lantern, I had a lantern constructed for Portage Island Light, which will answer every purpose for years to come.

PORTAGE ISLAND.

A small light tower (square) was erected on this Island, at the entrance of the Miramichi River, in the months of September and October last, and the light was first shewn on the 6th October.

From the best parts of the old lantern taken from Escuminac station, I had a lantern made and placed on this tower, together with four (4) of the lamps and reflectors, and the stand also from Escuminac, and the light, although small, is a brilliant one, and adds much to the safe navigation of the river. The buildings, when completed, cost six hundred and four dollars and forty cents (\$604 40).

Agreeably with instructions received from the Department, I placed George Davidson in charge of this station, and the light was first shewn on 6th October last. A small house for a keeper's dwelling is much needed at this station, which could be erected at a cost of about three hundred dollars (\$300.) The keeper at present has no shelter but a small shed or camp, which in cold weather is not sufficient.

No title having yet been procured of the site, I would suggest that at least two (2) acres with a right of landing be procured for this station so that no difficulty may occur with the lessees of the Island.

RICHIBUCTO.

The small sum of four dollars and thirty-four cents (\$4 34) was only expended at this station for repairs during the past year, and everything in connection with it is now in the best possible order.

This light would be much improved were a powerful round wick lamp substituted for the small flat wick lamp now in use, which consumes but a single pint of oil per night on an average. No oil has been sent to this station for the last four years. Nearly two (2) barrels of the old oil still remains on hand, which from age is now impure and unfit for use. A small supply of oil will require to be sent to this station, and what remains on hand I shall have sent to the agent at St. John.

CAPE JOURIMAIN.

A lighthouse and keeper's dwelling-house were erected at this station during the past year, which, with the exception of the lighting apparatus, were completed in December. Acting under instructions received from the Department, I engaged the services of Lewis Wells to take charge of the buildings during the winter, and in April had a small lantern with three lamps made and shewn from the tower on the 15th May, and on that date placed John Bent in charge as keeper. On the 3rd June, I was notified of the arrival at Point Duchene of the lighting apparatus, and immediately proceeded to fit up the same, which I had completed on the 7th, since which time the light has been shewn regularly.

I had a great deal of trouble in arranging with the owners of the land for the purchase of the site and right of way thereto, but finally succeeded in purchasing these from them, for the sum of two hundred dollars (\$200), which ought to be paid them as early as convenient, and the title thereto secured. A small expenditure is still necessary to build a landing and dig a well, as there is no fresh water near the building, and no facilities for landing stores. For these services the sum of seventy dollars (\$70) will, I think, be adequate.

This light was much needed by steamers and sailing vessels navigating the Straits of Northumberland, and being nearly opposite the light on Cape Traverse, Prince Edward Island, the distance between the two being only 11 miles, it is next to an impossibility for navigators to get into difficulty—that is for want of land marks. This light can be seen from all points of approach for a distance of twelve (12) miles at least. The salary paid Lewis Wells for taking charge of the buildings, until John Bent was appointed keeper, was twenty dollars (\$20) per month.

GRINDSTONE ISLAND.

The sum of nine dollars (\$9) only was expended at this station during the past year for repairs, and I have to report everything in connection with it (with the exception of the reflectors, which require to be resilvered, and which will be done this season) in good order. This station will require little beyond the ordinary cost of maintenance for the next season, unless some accident occurs.

CAPE ENRAGE.

At this station a fourth order Dioptric lighting apparatus was placed in the new tower, and the light first shewn from it on the 16th November.

The cost of the lighting apparatus, and the fitting up and completion of the new tower amounted to one thousand seven hundred and fifty-eight dollars and forty cents (\$1,758 40.) The damage caused by the "Tidal Wave" cost one hundred and thirty dollars and seventy-five cents (\$130 75) to repair.

I had the old lantern and lighting apparatus taken off the tower and sent to St. John, and the buildings temporarily repaired.

It will be necessary next season to give it a thorough repair, in order to make it habitable for the keeper who resides in it. These repairs will probably cost three hundred dollars (\$300). The new light gives universal satisfaction to the coasters in the Bay of Fundy, and the station will require nothing beyond the amount asked for, for repairs to the old tower for years to come. The new light has been seen a distance of fifteen miles, and was first shewn on the 16th November last.

QUACO.

At this station considerable damage was caused by the "Tidal Wave," the repairing of which was completed at a cost of two hundred and eighty-nine dollars and thirty-eight cents (\$289 38.) The rock on which the tower stands is a soft sandstone, and is rapidly wearing away, and the removal of the tower to the mainland will soon become a necessity.

The reflectors at this station are much worn and require to be resilvered, which I shall have done as soon as possible. The improvement of this light is a necessity, as it is an important one, warning vessels of the Quaco Ledges—a dangerous reef lying off the light, as also the entrance to the harbour of Quaco.

PARTRIDGE ISLAND.

The landing stage and steps at this station were swept away by the "Tidal Wave," the bell tower blown down, and all the buildings more or less damaged by the storm of 4th October, to repair and replace which involved an outlay of four hundred and thirty-eight dollars and thirty-seven cents (\$438 37). I had the landing and steps at once replaced, and they are now as secure as they can possibly be made, but the exposed situation of this station is such that a wharf is much needed to protect the landing, and without it there is a possibility of the same disaster happening in any future heavy gale from the south-east. I should therefore strongly urge the necessity that exists for some action to be taken, whereby a wharf or break-water might be erected, which would enable the parties on the Island to launch a boat in any weather, so that in the event of a vessel getting ashore they could render assistance, which they cannot now do.

All the reflectors have been either resilvered or polished, four (4) reflectors of a superior description, which were in store here, substituted for four in use in the Island (these facing to seaward), the buildings painted, and all necessary repairs made. I have pleasure in reporting the light this best of its class in the Province.

BEACON LIGHT.

Previous to the "Tidal Wave" the sum expended for repairs at this station amounted to thirty-one dollars and twenty cents (\$31 20), and everything in connection with it was in an efficient state. On that night the sea made a clean breach over it, cutting out the shingles and boards of the lower storey, and leaving the upper storey and lantern standing on the frame, washing away the rail, steps and boat, and tearing off some of the outside planking, and washing out a large quantity of the ballast. The keeper had to take refuge in the lantern, and remained there until taken off next day, and could not be induced to again assume his duties, and another had to be engaged. The light was shewn as usual on the following night.

This light, being a very important one, although the repairs needed would cost a large sum, it was impossible to ask for tenders for the work, and have it even commenced without such a loss of time as would have led to a much greater outlay, owing to the perilous position in which it stood, and Messrs. Clark and Stackhouse, of Carleton, were sent at once to do the work, which they completed in a most satisfactory manner, and without loss of time, for which they were paid eight hundred and ninety-eight dollars and thirty-two cents (\$898 32.) This station is now in good order, but the block and tower required to be raised at least six feet, as in every gale from the south-east, the sea makes a breach over the block at high water, and in two instances since the "Tidal Wave," the keeper's boat has been washed away.

To make these improvements would probably cost eight hundred dollars (\$800), and are necessary for the safety of the station. On the 12th October, Elijah Ross was placed in charge as keeper.

HEAD HARBOUR.

As at other stations, this one suffered severely by the storm of 4th October, and it was late in the season before the necessary repairs could be effected. These, when completed, cost the sum of two hundred and fifty-two dollars and sixty-eight cents (\$252 68.) I have to report the condition of this station as satisfactory. A very small expenditure for repairs will suffice for this station the coming year, unless in the event of some casualty occurring.

ST. ANDREWS.

The destruction caused by the gale and wave of 4th October, at this station was great. A portion of the block on which the tower and keeper's dwelling stood was carried away, nearly up to the sills of the buildings. I immediately made arrangements for the rebuilding of the wharf and other necessary repairs, which were completed, without loss of time, at an expenditure of three hundred and two dollars and sixty-two cents (\$302 62.)

I have had the reflectors resilvered, and four new lamps placed in the lantern, whereby the character of the light has been much improved. This station is now in good working order.

POINT LEPREAU.

In the early parts of the season, I had the tower and dwelling house painted, all the sashes glazed anew, and all necessary repairs made, the whole cost of which amounted to two hundred and four dollars and ninety-nine cents (204 99.) This station sustained but little damage by the "Tidal Wave," with the exception of the loss sustained by the keeper, whose fences were blown down, and some small buildings which suffered a little.

All the reflectors have been resilvered. Everything at this station is now in the best order, and little should be required for repairs the coming year.

SWALLOW TAIL.

Previous to the storm and wave of 4th October, this station was considered to be in first rate order, but the gale and sea made sad havoc, injuring severely both the tower and keeper's house, destroying the boat, and washing away a large portion of his landing slip and warps.

As soon as practicable, I had the repairs commenced and completed, without loss of time. The keeper's house, standing as it does on a most exposed part of the Point, was so much shaken by the storm that it was found necessary to put two chains over the roof and secured to the rock on each side, to keep it in position. The repairs, together with a new boat for the station, amounted to four hundred and forty-five dollars and seventeen cents (\$445 17.) The stone foundation of the tower will require to be renewed next season, which will, owing to the scarcity of stone in the vicinity, probably cost one hundred and fifty dollars (\$150.) With this exception, the station is in good working order.

GANNET ROCK.

At this station the storm was severely felt, and had not the wind veered during the height of the gale, the buildings would have been swept away completely. No time was lost in having the repairs made, the cost of which amounted to two hundred and sixty-three dollars and twelve cents (\$263 12.) The illuminating apparatus, a fourth order Holophotal, is nearly similar to that at Richibucto, and, like the latter, but a single flat wick lamp is used. As recommended for Richibucto, a powerful round wick lamp should be procured for this station, which would very much improve the character of this important light, the expense of which would be but small. Everything on the rock is now in the best possible order. The expenditure for the coming year will be small, unless some casualty occurs.

MACHIAS SEAL ISLAND.

Acting under instructions received from the Department of Public Works, I, on the 15th June, 1869, advertised for tenders for the erection of a new tower at this station, to replace one of the old towers, which were both virtually worn out. The contract was awarded to Messrs. Clark and Stackhouse, of Carleton, St. John, who completed the buildings in a very satisfactory manner, within the time specified. The light was first shewn on the 6th November.

The lighting apparatus placed on the new tower, is a third order French (equal to a second order English) dioptric or lens light, and has been clearly seen at a distance of 25 miles. The total cost of the building, repair of lighting apparatus, freight, &c., &c., exclusive of the first cost of the apparatus was three thousand two hundred and eighty-nine dollars and ninety-four cents (\$3,289 94.) While the workmen were on the Island, I had the necessary repairs on the keeper's dwelling, which were recommended in my report of last year, completed. These involved an expenditure of four hundred and thirty-three dollars (\$433.) A small portion of this amount was expended on the old tower, which is now in a very bad state, and which ought to be replaced by a tower of the same height as the new one. The new light being placed at a greater elevation than the remaining old one, and being so much more powerful, is consequently seen so much sooner, that vessels entering the Bay, unless sure of their position, are liable to mistake the single light when first made for West Quoddy Light (American), which is one of the same class. The two lights at this station have been kept exactly on the same range as formerly; the only difference made is the distance between the two, which is now one hundred and seventy instead of two hundred feet, as formerly. But little damage was caused by the October gale, beyond the keeper's fences and some small buildings, which were blown down.

I had the old tower taken down, the lantern, lamps and reflectors sent to St. John.

All of these were of little value, so completely were they worn out, The best parts of the wood work I had carefully piled on the Island, and they may be of some use in the future.

MINOR LIGHTS.

These consist of six on St. John River, two at Shediac Island, and eight on Miramichi River, which are attended to by eleven keepers, whose salaries range from eighty (80) to two hundred dollars (\$200) per annum, according to the localities in which the lights are placed. These lights are intended for harbour and river navigation, and have proved of great service to all classes of vessels navigating these rivers by night, and are all effective land marks by day. These lights are all in good order, and a very small expenditure was made for repairs during the last season.

STEAM FOG-ALARMS.

PARTRIDGE ISLAND,

A small steam engine was procured for this station, at a cost of one hundred dollars (\$100), for the purpose of hauling up and sawing wood. The distance from the landing to the engine and wood house is one thousand and fifty-six feet, up a steep inclined plane, down which a wooden railway track is laid. These improvements have conducted much to the efficient working of this station. On the 2nd September, the wells by which water was supplied to the engine, dried up, and no fresh water was to be had on the Island for this purpose, until the beginning of October, although a new well was sunk to a much greater depth. During this time the sum of two hundred and nineteen dollars and thirty-eight cents (\$219 38) was paid to labourers for carrying salt water to the end of the railway track, which was then hauled up by the new engine, which in this instance alone saved more than its cost. Since then there has been an abundant supply of water at the station.

The gale of October caused considerable damage to the buildings, and the bell tower was blown down. These were repaired as speedily as possible, at an expenditure of two hundred dollars and ninety-seven cents (\$200 97.) The sum of fifteen dollars and thirty-one cents (\$15 31) was expended for repairs to the engine and machinery. I have now to report this station in good working order.

POINT LEPREAU.

The new buildings were nearly completed at this station, when the storm destroyed the well, and caused much damage to the houses. Steps were at once taken to place everything in order. These repairs, &c., when completed, amounted to the sum of two hundred and nine dollars and seven cents (\$209 07.) It was found necessary to procure a portable forge for the purpose of making repairs on the iron work, &c., the station being so far removed from any blacksmith's shop. This forge cost fifty-two dollars (\$52.)

On the 31st March, John Christy resigned his situation, and J. H. Crosby was appointed in his stead. This station has proved to be of great service to mariners, and is spoken of by pilots in the highest terms, as to its efficiency in enabling vessels navigating the Bay of Fundy, to ascertain their exact position.

SIGNAL STATIONS.

PARTRIDGE ISLAND.

On the 30th June, 1869, J. H. C. Gray was relieved from his duties at this station, and the duty has since been performed by engineer and assistant of the fog-alarm station, who have had ample time to attend to the duties, thereby effecting a saving to the Department of three hundred dollars (\$300) per annum.

REED'S POINT LIGHTS.

At the junction of Prince William and St. James' Street, an iron post with three lamps placed thereon, was erected by the City Corporation, some twenty years since, and an arrangement entered into with the Provincial Government, whereby two-thirds of the cost of the gas, by which they are lit, was to be paid by the Province, the remaining third by the city. These lamps show a bright red light to seaward, are regularly lit, and are of great benefit to the vessels entering the harbour at night. The cost of maintenance for the past year was sixty dollars (\$60.)

The light-tower, and keeper's dwelling at Caraquet Island Bay De Chaleur, the contract for which was awarded to Daly and Carter, of Miramichi, on the 16th April last, are being progressed with as rapidly as possible, and will be completed within the time specified.

BUOYS AND BEACONS.

CAMPBELLTON.

The sum of seventy-two dollars (\$72) was expended for repairs and maintenance of the service at this port, for the past year. The buoys are all in good order.

DALHOUSIE.

The buoys at this port are also in good order. The cost of maintenance for the past year amounted to eighty-one dollars and fifty-five cents (\$81 55.) Some new buoys may be required next season, as the business of this port is increasing.

BATHURST.

The amount expended for repairs and maintenance for the past year was two hundred and eighteen dollars and thirty-two cents (\$218 32.) The buoys were efficiently placed and attended to, and are all in good order.

CARAQUET.

At this port the sum of one hundred and fifteen dollars and ninety-four cents (\$115 94) was expended. The harbour is well and sufficiently buoyed, and everything in good repair.

SHIPPEGAN.

Two hundred and twenty-four dollars and fifty-three cents (\$224 53) was expended at this port, for repairs and maintenance. The person in charge reports all in good order.

MIRAMICHI.

The expenses at this port have been materially reduced, and at the same time the services are efficiently performed. The expenditure for the past year amounted to eight hundred and eighty-four dollars and forty-seven cents (\$884 47.) Many of the buoys are much worm-eaten, and I shall have to procure at least two new ones for next season.

RICHIBUCTO.

The service at this port was efficiently maintained during the past season, at a cost of one hundred and eighty-six dollars and ninety-one cents (\$186 91.)

BUCTOUCHE.

The expenditure at this port is very small, only thirty-eight dollars (\$38) being required for the past season.

COCAIGNE.

The small sum of twenty dollars (\$20) served to keep the buoys at this port in an efficient state for the past year.

SHEDIAC.

I would recommend that another small iron buoy be procured for this port, which could be purchased for about one hundred dollars (\$100), to take the place of the old wooden can buoy, which is now nearly worn out.

One hundred and ninety dollars and ninety-four cents (\$190 94) was expended for the maintenance of the service at this port for the past year.

BAY VERTE.

New buoys were procured last season, to place which, together with painting, stones, &c., cost fifty seven dollars and twenty cents (\$57 20.)

BELL BUOY, HARBOUR OF ST. JOHN.

This buoy was replaced in its position on the 17th of June, 1869, since which time it has required but little, with the exception of painting, and a new shackle. The principal part of the charge against, of nine hundred and fifty-two dollars and seventy-five cents (\$952 75), was properly for the repairs of the previous year. During all the storms of last fall and winter, the buoy rode bravely, and proved of great service.

ST. ANDREWS.

The sum of one hundred and seventy-eight dollars and sixty-nine cents (\$178 69) was expended for repairs and maintenance.

ST. GEORGE.

The expenditure at this port for the year ending this date, was three hundred and twenty-eight dollars and ninety cents (\$328 90)

ST. STEPHEN.

For the repairs and maintenance of the service at this port, for the past year, the sum of one hundred and thirteen dollars and fourteen cents (\$113 14) was expended.

These last three ports are managed by Commissioners. The particulars of the expenditure were furnished me by the agent at St. John, and I have to report all in a satisfactory condition.

MARINE HOSPITALS.

MIRAMICHI

The sum of eight hundred and fifty-nine dollars and seventy-eight cents (\$859 78), was paid for repairs, insurance, wages, and maintenance of this institution, for the past year. Everything about the premises is in good order.

BATHURST.

For maintenance, repairs and insurance, this institution cost four hundred and six dollars and one cent (\$406 01), for the past year. This establishment is now in good order, and has been kept neat and orderly.

KINGSTON.

Six hundred and ninety-three dollars and twenty-nine cents (\$693 29) was paid for the maintenance, repair and insurance of this hospital, for the past year. The building has had a thorough repair, and is now in an efficient state.

H. H. Wilson was placed in charge as medical officer, on 1st July, in place of J. W. Doherty, the former medical officer. The matron, Hannah McNeil, is now an aged woman, and incapable of earning anything beyond her pay in the hospital, which is only one dollar and fifty cents per week, which, in my opinion, is not a sufficient remuneration for her services. I would, therefore, particularly call your attention to her case, and feel satisfied that a small increase of her salary would not be objected to by any person or party.

It is essentially necessary for the correct management of these hospitals, that some code of rules be adopted, whereby the workings of the several institutions could be seen whenever required. As nothing of this kind now exists, no information can be had when asked for. The system adopted at the Kent Hospital, St. John, is, I think, a good one, and I should strongly urge its application to all other marine hospitals in the Province.

OBSERVATORY.

ST. JOHN.

During the past year, the sum of seven hundred and fifty dollars (\$750) has been expended for maintenance, machinery, and addition to the building. A further sum of three hundred dollars (\$300) will be required for the finishing of the observation-room, fence, and levelling of the grounds.

Mr. George Hutcheson assumes the directorship of this establishment on the first proximo.

GENERAL REMARKS.

At every light station in the Province, I have found the keepers attentive to their duties, and willing and anxious to carry out any suggestions that I have made, and I have pleasure in reporting all stations well and efficiently kept.

A necessity exists for a light on Cape Spencer, a prominent headland, about nine miles from St. John, in the Bay of Fundy. A medium sized flash or revolving light would prove of great benefit to vessels navigating the Bay, as well as to the two lines of steamships plying between this and the Nova Scotia ports. A powerful flash or revolving light is also needed on the southern one of the group of Wolfe's Islands, in the Bay of Fundy. Referring to the Annual Report of the Commissioners of Lighthouses, for the Province of New Brunswick, for the year 1854, I find that they recommended a light to be placed on this Island, and that an application was made to Commander Shortland to examine and report on the expediency of a structure on the most eligible site; since which time, however, no action has been taken in the matter. I feel satisfied that the erection of a light at this place would prove of great service.

Complaints have been made at almost every station, of the quality of the oil supplied for last year's use, which the keepers allege is not as good as it should be, and that it is impossible for them to show a regular light, as, after burning a short time, the wicks become encrusted, and the lamps smoke and discolour the chimneys and reflectors. This is probably owing to the defective construction of the lamps.

The galvanized iron tanks supplied by the Department, will prove to be a saving, as the keepers will now be enabled to empty the casks (which are often very much injured, and leaking from constant handling), immediately on their receipt at the stations.

Wherever practicable, I have superintended all repairs, alterations, or new work, and am satisfied that the expenditure of last year, has been conducted as economically as it was possible to do, and I have pleasure in reporting the several services under my supervision, to be generally in a most satisfactory condition.

I have the honor to be, Sir,

Your most obedient Servant,

(Signed,) JOHN HARLEY,

Inspector of Lights, Buoys and Beacons, etc., New Brunswick.

To HON. P. MITCHELL,
Minister of Marine and Fisheries.

STATEMENT of Expenditure on Account of Lighthouse and Coast Service in New Brunswick, for the Year ending 30th June, 1870.

To WHOM PAID.	SERVICE.	\$	cts.	\$	cts.
	NEW BRUNSWICK.				
	<i>Salaries of Lighthouse Keepers, Repairs, and Supplies.</i>				
J. E. Earle	Three months' salary as Beacon Light Keeper, St. John Harbor Lighthouse	\$100	00		
E. Ross	Nine months' salary as Beacon Light Keeper, St. John Harbor Lighthouse	300	00		
J. Coughlan	Repairs and supplies do	400	00		
	Twelve months' salary as Keeper, Oak Point, Miramichi Lighthouse, for year ended 30th June, 1870	1035	97		
P. Morrison	Two months' salary as Keeper, Oak Point, Miramichi Lighthouse ..	16	67		
C. Theal	Ten months' salary as Keeper, Oak Point, Miramichi Lighthouse ..	73	33		
Thos. Lewis	Repairs and supplies do	190	00		
	Nine months' salary as Keeper, Preston's Beach Lighthouse	142	39		
Geo. Rogers	Repairs and supplies do	75	00		
	Twelve months' salary as Keeper, Fox Island Lighthouse, for year ended 30th June, 1870	59	97		
A. Grant	Repairs and supplies do	200	00		
F. Russell	Two months' salary as Keeper, Grant's Beach Lighthouse	22	15		
	Six months' salary as Keeper, do	50	00		
J. N. Williams	Repairs and supplies do	66	67		
	Ten months' salary as Keeper, Green Head Lighthouse	1	04		
E. Buzza	Repairs and supplies do	73	33		
	Ten months' salary as Keeper, No Man's Friend Lighthouse	25	81		
J. R. Hazen	Repairs and supplies do	73	33		
	Ten months' salary as Keeper, Oromocto Shoals Lighthouse	23	45		
J. D. Wilmot	Repairs and supplies do	73	33		
	Ten months' salary as Keeper, Wilmot's Bluff Lighthouse	27	63		
L. Wells	Repairs and supplies do	73	33		
	Four and a half months' salary as Keeper, Cape Jourmain Lighthouse ..	135	37		
J. Henneberry	Repairs and supplies do	98	00		
	Twelve months' salary as Keeper, Cape Enrage Lighthouse, for year ended 30th June, 1870	208	59		
	Repairs and supplies do	400	00		
		1,976	50		

W. Hay	Twelve months' salary as Keeper, Escuminac Lighthouse, for year ended 30th June, 1870.....	460 00
	Repairs and supplies do do	1,410 30
W. E. McLaughlin	Twelve months' salary as Keeper, Gannet Rock Lighthouse, for year ended 30th June, 1870.....	840 00
	Repairs and supplies do do	1,032 82
Jas. Clarke	Twelve months' salary as Keeper, Grindstone Island Lighthouse, for year ended 30th June, 1870.....	400 00
	Repairs and supplies do do	136 77
J. R. Snell	Twelve months' salary as Keeper, Head Harbor Lighthouse, for year ended 30th June, 1870.....	400 00
	Repairs and supplies do do	541 31
J. Russell	Twelve months' salary as Keeper, Miramichi Lighthouse do	25 00
	Repairs and supplies do do	49 13
J. Conley	Twelve months' salary as Keeper, Machias Seal Island Lighthouse, for year ended 30th June, 1870.....	664 00
	Repairs and supplies do do	977 72
Geo. McConnell	Twelve months' salary as Keeper, Miscou Lighthouse, for year ended 30th June, 1870.....	500 00
	Repairs and supplies do do	108 56
Geo. Thomas	Twelve months' salary as Keeper, Point Lepreaux Lighthouse for year ended 30th June, 1870.....	400 00
	Repairs and supplies do do	529 17
A. Reed	Twelve months' salary as Keeper, Partridge Island Lighthouse, for year ended 30th June, 1870.....	400 00
	Repairs and supplies do do	927 77
Geo. Davidson	Nine months' salary as Keeper, Portage Island Lighthouse	150 00
	Repairs and supplies do do	270 32
Wm. Love	Twelve months' salary as Keeper, Quaco Lighthouse, for year ended 30th June, 1870.....	400 00
	Repairs and supplies do do	455 13
F. Richards	Twelve months' salary as Keeper, Richibucto Lighthouse, for year ended 30th June, 1870.....	100 00
	Repairs and supplies do do	9 64
J. Caulfield	Ten months' salary as Keeper, Sand Point Lighthouse	73 33
	Repairs and supplies do do	23 73
H. Hendrickson	Twelve months' salary as Keeper, Shediac Island Lighthouse, for year ended 30th June, 1870.....	200 00
	Repairs and supplies do do	18 01
G. A. Poullebury	Twelve months' salary as Keeper, St. Andrew's Lighthouse, for year ended June 30, 1870.....	300 00
	Repairs and supplies do do	508 77
John Kent	Twelve months' salary as Keeper, Swallow Tail Lighthouse, for year ended 30th June, 1870.....	400 00
	Repairs and supplies do do	1,034 05
G. W. Smith	Lamp at Reed's Point, St. John Harbor	90 00
Do	Repairs and supplies at Caraqueet Lighthouse	22 00
John Harley	Twelve months' salary as Inspector of Lighthouses, to 30th June, 1870.....	1,200 00
G. W. Smith	Disbursements for Stationery, Teating Oil, Messengers salary, &c.....	326 79
Total Salaries and Repairs		20,826 18
		20,826 18

<i>Richibucto.</i>		
For Labor at buoys	\$2 00	186 91
do	42 00	
Blacksmith's work	8 00	
Commission on payments	2 90	
Oil, &c.	13 50	
	38 51	
<i>Stediac.</i>		
Plans and specifications	8 00	
Buoy services	56 50	
Oil, &c.	3 13	
Beacon painting, &c.	15 00	
Buoy supplies	12 13	
Buoy services	40 00	
Cotton	1 08	
Laying down, &c.	64 18	200 02
<i>St. George.</i>		
Putting down buoys	35 00	
do and drilling rocks	26 00	
Chain, &c., and putting down buoys	32 00	
Putting down buoys	20 00	
Commission 10% on \$299.	29 90	
Taking up buoys	24 00	
do	12 00	
do	10 00	
do	10 00	
do	14 00	
Putting down buoys	116 00	328 90
<i>Bathurst.</i>		
Placing buoys, &c.	36 00	
Supplies	12 00	
Drawing contract	1 50	
Commission	4 98	
Chain, &c.	35 00	
Repairs, &c.	31 94	
Commission 10% on \$66 94.	6 69	
Laying down, &c.	90 21	218 32

STATEMENT of Expenditure on Account of Lighthouse and Coast Service in New Brunswick, &c.—Continued.

To WHOM PAID.	SERVICE.	\$	cts.	\$	cts.	
R. Young	<i>St. Stephen.</i> For lifting eight buoys	32	00			
Do		62	36			
Do			9	43		103 79
D. Stewart	<i>Dalhousie.</i> Chain	18	34			
A. Wallace			13	20		
W. Elsleger			42	60		
D. Stewart			7	41		81 55
Geo. T. Gilley	<i>St. Andrews.</i> Taking up and replacing buoys.....	52	00			
Do			85	00		
W. Whitlock			8	00		
J. Wilson			10	50		
W. Whitlock			15	55		
H. J. Stevens			2	64		
D. Maine			5	00		
						178 69
A. Campbell		<i>Shippegan.</i> Placing buoys, &c.	19	00		
J. Gable				53	00	
J. Marie			39	45		
W. Irving & Co.			35	40		
W. Taylor			21	68		
H. Mallett			10	00		
F. Mallett			12	50		
W. Irving & Co.			7	00		
A. Campbell			26	50		294 53

H. B. Smith Do	<i>Buctouche.</i> For Staking channel Laying down, &c.	5 00 33 00	38 00
Jas. Ritchie	<i>Campbelltown.</i> For Lifting and replacing two buoys, and making		72 00
T. Irving Do	<i>Cocaigne.</i> For Taking up buoys Laying down, &c.	10 00 10 00	20 00
W. Wood Do	<i>Bay Verte.</i> For Laying and lifting do	49 50 7 70	57 20
G. Fleming T. McCarthy Beloin & Farnham J. Coleman Do D. Jamieson Alex. Lead J. Bridges A. W. Smith G. W. Day Do D. Main Willis & Davis Do W. Elder J. Bridges J. Livingstone Montebou Acadien W. Lewis J. Bridges W. J. Anslow A. W. Smith J. Walker	<i>Bell Buoy at St. John.</i> For Repairs to Bell Buoy Chains Shackle chain Wharfage do Cartage Mooring and removing Ballast, &c. Advertising do		

948 75

3,711 20

STATEMENT of Expenditure on Account of Lighthouse and Coast Service in New Brunswick, &c.—Continued.

To Whom Paid.	SERVICE.	\$.	cts.	\$.	cts.	\$	cts.
<i>Fog Whistle, Partridge Island.</i>							
J. Wilson	For Twelve months' salary and allowance as Engineer		420 00				
Wm. Cameron	Twelve months' salary as Assistant Engineer		260 00				
G. W. Smith	Maintenance and repairs	680 00					
		1,084 07		1,764 07			
<i>Point Lepreau.</i>							
J. Christy	For Ten and half months' salary as Engineer	350 00					
G. W. Smith	Maintenance and repairs	696 23		1,046 23			
R. Robertson	For Signal Balls			14 00			
<i>Sundries.</i>							
J. McGrath	For Sundries for lights, River St. John	35 80					
J. Bridges	Boat lost in tidal wave storm	40 00					
W. Elder	Advertising	14 50					
Willis & Davis	do	5 28					
Alex. Yates & Son	Chain	23 88					
J. A. Munroe	Plans	5 00					
				123 46			
<i>Construction.</i>							
<i>Machius Seal Island Lighthouse.</i>							
Clark & Stackhouse	For amount of contract	2,450 00					
Do	Repairs caused by tidal wave	442 00					
E. Chanteloup	Lantern, &c	361 68					
J. A. Munroe	Plans	24 00					
J. Harley	Boat hire, inspecting work	26 00					
				3,303 68			
						2,947 76	

Caraquet Island Lighthouse.

Daly, Carter & Doolan	For amount of contract	950 00	
<i>Point Lepreaux Fog Whistle.</i>			
Geo. Fleming	For whistle and machinery		1,907 28
G. K. Hanson	Amount of contract for building for whistle and dwelling for keeper		1,943 17
Geo. Thompson	Digging wells		173 72
Z. G. Gable	Rubber hose		293 17
S. G. Bizard	Lumber		38 80
G. W. Smith	Sundry small accounts		45 46
		3,701 60	
			7,955 28
			35,440 42

JOHN TILTON,

Accountant,

OTTAWA, 15th Dec., 1870.

WM. SMITH,

Deputy of the Minister of Marine and Fisheries.

APPENDIX No. 7.

STATEMENT of Expenditure on Account of Subsidies and Maintenance of Government Steamers, for Year ended 30th June, 1870.

TO WHOM PAID.	SERVICE.	\$	cfs.	\$	cfs.	\$	cfs.
Government of New Brunswick	Amount paid to Prince Edward Island Steam Navigation Company for Service, 1867			500 00			
Do	do			1,000 00			
Agent Marine and Fisheries Department, Halifax, Nova Scotia	Enable him to pay for Steam Communication between Prince Edward Island, Pictou, and other Nova Scotia Ports			3,038 36			
Department Marine and Fisheries	Pay for Steam Communication between Quebec and the Maritime Provinces, Nova Scotia			15,000 00			
	STEAMER "DAVID."					10,538 36	
Captain Scott	For Pay at the rate of \$100 per month, to 24th May, 1870			1,079 54			
H. W. Johnson	do 50 do to 1st officer			539 74			
Do	do 40 do to 2nd officer			431 80			
Do	do 50 do to 1st engineer			539 74			
Do	do 40 do to 2nd engineer			431 80			
Do	Wages of seamen and other hands			4,570 59			
	Coal.					7,593 21	
R. B. Boggs	For Coal			229 25			
J. Hoyt	do			109 13			
Archibald & Co.	do			115 50			
J. Keith	do			77 70			
M. B. Almon, jun.	do			78 74			
Corbitt & Richardson ..	do			311 55			
Acadia Coal Company ..	do			735 00			
Schooner Ann	Freight on Coal			195 45			
Capt. Fourrier	do			161 55			
H. W. Johnston	Sundry accounts, storing coal, coaling steamer, coal bags, &c.			185 60			
						2,199 47	

Repairs.

W. S. Symonds	For Ventilators	123 00
J. Walsh & Co.	Materials and work, painting	196 59
J. P. Phelan	Liquid compass	65 43
W. Caldwell	Blacksmith's work	18 95
T. Montford	Boat-davit	30 00
Black Bros.	Paints and oils	130 61
E. Albro	Anchor	51 56
W. Montgomery	Repairs to boiler	663 21
T. Ainsworth & Co.	Furnace bars	248 51
T. Regan	Labor	38 25
W. M. Smith	Services overseeing repairs	89 50
J. Walker	Material and labor	98 15
J. & R. Graham	Lumber	12 25
Dennis & Murphy	Painting	47 25
Thomas Kilby	Iron and tinware	26 25
W. Montgomery	Repairs to engine	26 38
Gordon & Keith	Oilcloth	25 17
Lawson & Co.	Hose	70 14
T. Hunter	Gong Alarm	25 00
E. Mosby	Repairs to boat	10 00
J. Stairs	Cotton waste	16 07
J. Stairs	Paints, &c.	101 38
E. G. Longard & Co.	Plumbing	12 51
D. Murphy	Painting	18 00
J. E. Butler	Oars and topmast	16 75
H. W. Johnston	Sundry accounts for repairs	395 46
J. T. Wilde & others	Use of Marine Railway	2,557 57
Chas. Neal & others	Building coal sheds	236 00
W. B. Ainsworth & Co.	Dockage	195 49
E. Lascelles	Washing	45 00
		33 80

Supplies.

J. Scott	For Provisions	339 46
Moir & Co.	Bread	89 62
J. Stairs	Olive Oil	131 18
J. Parker, jun.	Beef	643 06
J. Ead	Vegetables and milk	93 09
J. Scott	Provisions	95 30
J. Poulley	Vegetables	13 25
J. J. Sarfont	Bread	34 97
J. Pascoe	do	15 33
J. Pugh	Tallow	53 34
C. & W. Anderson	Greengies	360 01
R. A. Prehan	Seep	45 40
	Carried forward	1,914 01
		12,860 54
		19,538 36

STATEMENT of Expenditure on Account of Subsidies and Maintenance of Government Steamers, &c.—Continued.

TO WHOM PAID.	SERVICE.	\$	cts.	\$	cts.	\$	cts.
	<i>Brought forward</i>	1,914	01	12,860	54		
	STEAMER "DRUID."—Continued.					19,538	36
	<i>Supplies.—Continued.</i>						
H. Elliott.....	For Blankets.....	11	40				
J. F. Phelan.....	Beef and pork.....	82	70				
J. Bowser.....	Fresh fish.....	11	64				
P. Grant & Co.....	Table cloths.....	11	16				
J. R. & Jennett & Co.....	Cutlery.....	12	50				
Lockhart & McLeod.....	Vegetables.....	73	91				
E. C. Lascells.....	Provisions.....	28	01				
Black Bros.....	Supplies.....	200	66				
H. W. Johnson.....	Sundry accounts.....	724	85				
Capt. Scott.....	Disbursements while visiting Western Lights.....	100	00	3,070	84		
Do.....	do Eastern Lights.....	100	00				
Do.....	Disbursements on account of steamer.....	100	00				
Capt. Marmen.....	Advanced to meet petty disbursements.....	50	00	350	00		
						16,281	38
	STEAMSHIP "LADY HEAD."						
Captain Scott.....	For pay from 24th May to 30th June.....	125	94				
H. W. Johnston.....	do 1st officer.....	62	97				
Do.....	do 2nd officer.....	50	39				
Do.....	do 3rd officer.....	37	79				
Do.....	do 4th officer.....	25	18				
Do.....	do 1st engineer.....	62	97				
Do.....	do 2nd engineer.....	50	39				
Do.....	Seamen, &c.....	618	50				
				1,034	13		
Acadia Coal Company.....	40 tons coal, at \$2 25.....	90	00				
Do.....	do Labor on do.....	90	00				
H. W. Johnston.....	do Repairs.....	7	60				
Do.....	do Marine stores.....	248	53				
John Stairs.....	do Cotton duck.....	459	28				
E. Allbro.....	do.....	486	06				
Black Bros.....	do.....	49	80				

H. W. Johnston
 Commander Scott
 C. & W. Anderson
 J. Woodlitt & Sons
 W. C. Moir & Co.
 Lockhart & McLeod
 J. R. Jennett & Co.
 Lawson & Co.
 J. Black
 Kent & Melvin
 W. Hays
 H. W. Johnston

Pilotage 11 00
 Advances made on account of petty disbursements 600 00
 Groceries 250 16
 Beef 41 42
 Bread 41 79
 Supplies 157 51
 Crockery ware 30 30
 Oil 14 67
 Tinware 12 30
 Water 21 60
 Fresh fish 12 00
 Sundry accounts 361 80

2,985 82

4,019 95

STEAMER "NAPOLEON III."

For Repairs
 Towage 2,306 85
 Consulting Engineer 24 00
 Wintering 40 00
 Watching 50 00
 Medicines 15 00
 Washing 8 13
 Petty cash account 70 00
 Capt. E. Gourdeau 267 64
 Engineer Wm. Barbour 800 00
 Seamen and other hands 800 00
 3,583 69

7,965 31

STEAMER "LADY HEAD."

For Repairs
 Towage 3,305 79
 Consulting Engineer 40 00
 Dockage 40 00
 Watching 400 00
 Medicines 15 00
 Washing 9 88
 Pilotage 70 00
 Harbour dues 93 00
 Chairs 40 00
 Petty cash account 27 00
 Capt. A. Marmen, from 1st June, 1869, to 24th May, 1870 181 86
 Engineer S. Carroll, from 1st June, 1869, to 24th May, 1870 720 00
 Seamen and other hands 720 00
 3,365 56

9,028 09

Carried forward

39,839 69

STATEMENT of Expenditure on Account of Subsidies and Maintenance of Government Steamers, &c.—*Concluded.*

TO WHOM PAID.	SERVICE.	\$ cts.	\$ cts.	\$ cts.
	<i>Brought forward.</i>		16,993 40	39,839 69
	STEAMER "DRUID."			
	For Capt. A. Marmen, from 24th May, 1870, to 30th June, 1870.....	80 00		
	Engineer S. Carroll, from 25th May, 1870, to 30th June, 1870.....	77 71		
	Repairs.....	62 80		
	Pilotage.....	8 00		
	Seamen and other hands.....	579 59	808 10	
	GENERAL EXPENSES.			
	For Coal.....	5,973 61		
	Provisions.....	5,894 15		
	A lathie.....	250 00		
	Supplies.....	2,069 20		
	Freight.....	143 27		
	Repairs to wharf.....	336 13	14,666 36	
	OTHER EXPENSES.†			
	For J. U. Gregory, salary as agent.....	1,200 00		
	E. Buteau, salary as caretaker.....	600 00		
	Contingencies.....	231 63	2,081 63	34,549 49
				74,389 18

WILLIAM SMITH,

*Deputy of the Minister of Marine and Fisheries.*JOHN TILTON, *Accountant.*

15th December, 1870.

APPENDIX No. 8.

REPORT OF MARINE HOSPITAL, ST. JOHN, N.B., FOR THE YEAR ENDED 30 JUNE, 1870.

SIR,—The Commissioners of the Marine Hospital for the port of St. John, New Brunswick, now respectfully present their annual report of the hospital under their charge, for the year ending 30th June, 1870, together with the "Kent" medical officer's specific report of admission and results, for the same period.

At the "Kent" there remained, on the 1st July, 1869, ten (10) sick and disabled seamen under medical charge, and one hundred and twenty-six (126) new cases were admitted, making one hundred and thirty-six (136) seamen in the hospital during the year; of this number, one hundred and ten (110) were discharged cured—eleven (11) left without regular discharge—five (5) died, and ten (10) remained under medical treatment.

"The medical officer reports that the mortality, something exceeding our usual rate, was owing to *accidental circumstances*."

The medical report for the "Pest House" on Partridge Island is free of any contagious disease of seaman arriving at this port.

The quarterly accounts of expenditure, with vouchers, and receipts for same amounts from your Department were duly rendered; and the annual account, now forwarded, places the expenditure for the year ending the 30th of June, 1870, for all purposes, at the sum of four thousand two hundred and fifty-three dollars and fifty-five cents, by which there appears an excess of expenditure of forty-eight dollars and fifty-five cents over the previous year, 1869.

And the commissioners would remark that the expenditure of the current year has been considerably increased by the necessity of new fencing the northern enclosure of the hospital grounds, as by the heavy gales of last autumn, the old fence was totally destroyed and proved altogether decayed and irreparable, and they concluded it expedient and best to place a good and substantial fence to compare with the west front; this is now thoroughly completed and very creditable to this efficient institution.

The buildings and grounds are now in good repair, the garden yielding ample supplies for the hospital as required in their season, and the wall and shade trees are very beneficial to convalescents.

And the commissioners are pleased to report their continued approval of the management and efficiency of the medical officer and others in discharging their respective duties.

The sick and disabled seamen admitted in these hospitals have every care and comfort attainable under proper regulation.

All of which is respectfully submitted.

JOHN WARD,
JOHN WISHART,
CHARLES McLAUCHLIN,
WILLIAM DOHERTY,
JOHN McGRATH,

*Commissioners of the Marine Hospital for the
Port of St. John, New Brunswick.*

Honorable PETER MITCHELL,
Minister of Marine and Fisheries. Ottawa.

REPORT OF MARINE HOSPITAL, ST. ANDREWS, NEW BRUNSWICK, 6TH DECEMBER, 1870.

I have the honor to forward to you my Annual Report, as Medical Superintendent of hospital, for the fiscal year commencing July 1st, 1869, and terminating July 1st, 1870.

There were eleven seamen admitted into this hospital during the above period—one died of general dropsy, one remained over in the hospital, the remainder were discharged cured.

Treatment of cases in hospital varied from one day to one hundred and nineteen—two chronic cases alone having absorbed one hundred and eighty-three days.

One sick seaman was visited at the port of St. George.

The matron and keeper, Mrs. Day, was paid for forty-three weeks and four days, boarding and nursing seamen,

It will be at once apparent that the admissions have been few, but on the other hand, the hospital was only for a short time clear of inmates.

The steadily increasing trade and tonnage of the ports of the County of Charlotte, together with the sure prospect of railway extension to the interior of the Dominion, must, ere long, tend to increase the importance of this hospital, which, in such case, would stand only second to St. John, in this Province, a rank which it for many years formerly attained.

I trust it may not be irrelevant in me to remark, that I have made many inquiries from ship owners and masters, respecting the willingness or otherwise, to pay the small hospital impost, now chargeable on their tonnage, but in no single case have I found any reluctance thereto, but on the contrary, it was rather a source of gratification that so small a sum should be found sufficient in the hands of the Department of Marine and Fisheries, to found and maintain so efficiently the sick seamen's hospitals of the Dominion.

Expenditure for fiscal year ending 1st July, 1870.

To quarter ending	September 30th, 1869.....	\$133 00
"	" December 31st, 1869.....	121 70
"	" March 31st, 1870.....	162 14
"	" June 30th, 1870.....	186 46
		\$603 30

With vouchers furnished, G. W. Smith, Esq., the departmental agent at St. John.

Receipts for same period.

By cash per G. W. Smith, Esq., agent to Department of
Marine and Fisheries at St. John, for the above quarterly
sums, respectively.....\$603 30

The annual cost of maintenance of this hospital, for some years past, has averaged
\$700 00.

I have the honor to be,

Your obedient Servant,

S. T. GOVE,

Medical Superintendent of Marine Hospital.

HON. P. MITCHELL,

Minister of Marine and Fisheries.

APPENDIX No. 9.

REPORT OF THE CHAIRMAN OF THE BOARD OF STEAMBOAT INSPECTION, FOR YEAR ENDED 31st DECEMBER, 1870.

TORONTO, 5th January, 1871.

SIR,—I beg herewith to forward to you, for the information of the Minister of Marine and Fisheries, my Annual Report, for the year ended 31st December, 1870.

I have the honor to be, Sir,

Your obedient servant,

SAMUEL RJSLEY,

Chairman of the Board of Steamboat Inspection.

WILLIAM SMITH, Esq.,

Deputy of the Minister of Marine and Fisheries, Ottawa.

Meetings for the examination of Engineers, and the renewal of certificates to qualified Engineers, were held during the year at the following places. These meetings were conducted by the Chairman and the Local Inspector of the Division in which they were held :—

St. John, New Brunswick,	September 2nd, 3rd, 4th, 5th.
Fredricton, "	6th.
Pictou, Nova Scotia, "	8th, 9th, 10th.
Halifax, "	12th, 13th.
Kingston, November	1st, 2nd, 3rd.
Montreal, "	4th, 5th, 7th.
Quebec, "	8th, 9th, 10th, 11th.
Ottawa, "	14th, 15th, 16th.
Toronto, "	21st, 22nd.
Hamilton, "	23rd, 24th.
St. Catharines, "	25th, 26th, 28th, 29th.
Windsor, December	1st, 2nd, 3rd.

During the year five hundred and one Engineer Certificates were issued, viz :—

First Class Engineers	22
Second "	121
Third "	123
First Class Assistant Engineers	82
Second "	79
Third "	74

Of the above, 99 were for examination and 402 for renewals. Those rejected as incompetent are not recorded.

The annual meeting of the Board, under Section 3 of the Steamboat Inspection Act, was held at Ottawa, on the 14th September. All the Inspectors were present, except Mr. Inspector Smith, who was engaged in official business for the Department.

Copies of the Rules and Regulations, for the guidance of Inspectors, passed at the meeting, have been forwarded to the Department, and are as follows :—

ANNUAL BOARD MEETING.

OTTAWA, 14th November, 1870,

1st. In future it is to be understood that the sixty days certificate issued by the local Inspectors to Engineers, must be ratified at the next full annual meeting of the Board, on payment of \$5 00 by the applicant. In case the applicant cannot attend at the meeting of the Board, he may forward the fee to the Inspector, by whom he was examined, on showing good and sufficient excuse for his absence. In case of omission of payment of the fee alluded to, or of any back fees, due on the sixty days certificate, which fees shall be dated from the date of the first issue, the certificate shall stand revoked, and the applicant must undergo another examination, and be subject to the payment of a fee of \$5 00, together with the back fees alluded to, as if no previous examination had taken place. It will be the duty of Inspectors to notify applicants of the above rules at the time of their examination.

2nd. That the Board object to the practice among engineers of leaving their vessels during their regular trips. It being the opinion of the Board that the chief engineer is alone responsible for the proper care and management of the boilers and engine, whether he be on watch or not, that he cannot absent himself from the boat, without providing a substitute, holding the same rank of engineer as himself.

3rd. It is to be understood, hereafter, that no Inspector, unless authorized so to do by the Department or by the chairman, consent to the inspection of a steamer in his district, by an Inspector of another district; and, further, any Inspector, when condemning a vessel as unfit for service, shall immediately report the same to the chairman, giving his reason for such act, and no Inspector shall give a certificate to such vessel hereafter without the authority of the chairman. Applications for such certificates shall, in all cases, be accompanied by a statement of the actual repairs made upon the vessel, and of her fitness for the service in which she is to be placed.

4th. Copies of the rules, for the guidance of Steamboat Inspectors, when examining engineers, for distribution among engineers, 500 copies, in French and English, require to be printed.

5th. The Board are of opinion that the Statute does not require an Inspector to prosecute for infringement of the Steamboat Inspection Law, although having the right to do so, if he thinks fit, under Section 38. It is also to be understood that the mode of procedure for violation of the law, is to notify the Collector of Customs of such violation, and in the event of his not taking action to prevent further violation to report such omission to the Government.

6th. Hereafter Inspectors, when making their inspections of steamboat, shall demand of the engineer the exhibition of his certificates for the current year, and such engineer failing, after the season of 1871, to exhibit his certificate for the then current year, shall forfeit his license, and shall be subject to another examination, and payment of \$5 00, before obtaining another certificate.

7th. The Board are of opinion that the Pony pump should be considered as one of the pumps referred to in Section 21, of the Steamboat Inspection Act. That, in future, when one pump only is required, in addition to the pony, such pump shall be placed aft, unless the space forward is at all times kept clear of freight, to admit of free access to the pump and hose, in which case the pumps may be placed forwards. It is to be understood that the pumps, when placed aft, shall be so placed as to admit at all times of ready access.

Appended are returns of the several divisions in the Dominion, shewing their names, port of inspection, name of collector, date of inspection, gross and registered tonnage, and their tonnage and inspection fees, and dates of payment of the same, at the ports named, for the year ending 31st December, 1870.

The return exhibits a total of 404 steam vessels, having a registered tonnage of 42,595 against 42,562 as returned last year, viz :—

West Ontario	102
East „	61
Montreal	82
Sorel.....	42
Quebec.....	63
Nova Scotia and New Brunswick	54
Total.....	404

The classification of these vessels into passenger, freight, and tug steamers, also into paddle steamers, propellers, and screw tugs, has not been returned. It may be assumed, however, to be nearly the same as last year, viz:—

Passenger Steamers.....	173
Freight.....	51
Tug	181

Of these 253 are paddle steamers, 46 propellers, and 106 screw tugs.

A statement of the number of steam vessels added to the Dominion during the year 1870, their class and horse power, whether of wood or iron, their gross and registered tonnage, where built and how employed, is also appended. Also, Statement of the number of Examinations and Renewals, for which Engineers' Certificates have been granted during the year, the name and class of the engineer, the year of his examination, number of renewals, his place of residence, his last employment, by whom examined, and the amount of fees collected on this account.

Statement of Receipts and Expenditure for the fiscal year ended 30th June, 1870, in connection with steamboat inspection, have been forwarded to the Department.

The following particulars have reference to losses and accidents among steam vessels in the several divisions during the year ended 31st December, 1870. Also, amount of fines and penalties for infractions of the Steamboat Inspection Law, and such cases of neglect of duty, among masters and steamboat engineers, as have come to the knowledge of the Inspectors of Steamboats during the period above named, are submitted.

WEST ONTARIO, HURON AND SUPERIOR DIVISIONS.

Freight propeller *Dominion* struck a sunken log projecting from the dock at Cananogue, punching a hole in the vessel's side about five feet below water line, causing her sink at the wharf. She was pumped out the same evening and proceeded to St. Catharines for repairs. Date of accident not reported.

October. Freight propeller *Bristol*, in a gale off Long Point, Lake Ontario, sustained some damage on deck, and lost part of cargo, a portion of which was thrown overboard to save the vessel.

November. The iron passenger steamer *Chicora*, on her down trip from Thunder Bay, struck on a shoal, damaging one of her bottom plates, and causing her to leak badly, the leak was, however, readily stopped, and the vessel proceeded at once to Collingwood, where she discharged her freight and passengers, and then proceeded to Detroit for repairs.

Propeller *Schickluna*, Capt. Pollock, was burnt at the entrance lock to the Welland Canal during the fall. No official report has yet been received from the officers of the vessel as to the cause or origin of the fire. Vessel nearly a total loss.

Propeller *Bruno* sunk somewhere on the Upper Lakes; no particulars have been reported to this office. No lives are reported to have been lost or endangered by the above accidents.

KINGSTON DIVISION.

May 21st. Propellor *Dalhousie*, while ascending the Galops Rapids, broke her machinery, and had to drop back to Matilda for repairs.

June 18th. Passenger steamer *Kingston* broke her main connecting rod, and had to put into Darlington for repairs.

June 14th. Propellor *Bruno* stove a hole in her bottom, and sunk in the Welland Canal.

July 24th. Passenger steamer *Passport* steam cylinder discovered cracked; laid up for repairs.

October 30th. Steam barge *Carlyle* driven ashore on the Two Brother Islands; got off without damage. No loss of life or personal injury reported from these accidents.

MONTREAL DIVISION.

April 25th. Propellor *Indian* struck a rock off Fidler's Elbow; got off with cargo partly damaged.

May 25th. Steamer *Beaver* struck a rock off St. Ann's Rock, and sunk in the lock of the Rideau Canal.

June 10th. Steamer *M. K. D.* struck in Chûte à Blonding Rapids, and sunk in five feet of water.

The Inspector for this Division also reports the loss by fire of the steamer *Otter*, on the Rideau Canal; also the stranding of the propellor *Mary Ward* by error of judgment of the pilot off Chateaugay Light, on the St. Lawrence, on the 21st July. No lives lost by the the above accidents.

THREE RIVERS DIVISION.

May 11th. Steam tug *Topsy* burnt while underway between Sorel and Chambly Vessel a total loss.

November 2nd. Steamer *Masquinongée* struck a snag and sunk. Vessel stranded. No lives lost by either of above accidents.

QUEBEC DIVISION.

May 1st. Passenger steamer *City of Quebec*, in her first trip from Montreal to Pictou, collided with the ocean steamship *Germania*, off Green Island, and sunk in deep water, in thirty minutes. One life lost. Ship total loss. The Admiralty Court are to decide as to who is to blame in this.

August 2nd. Passenger steamer *Etoile* collided with a Bateau off Point-aux-Trembles, and sunk in twenty feet of water. Three lives lost by this accident. No particulars given as to who was to blame.

August 17th. Steamers *Rocket* and *New York* got aground in the Richelieu River. No damages sustained.

NOVA SCOTIA AND NEW BRUNSWICK DIVISION.

No accident, involving loss of life or damage of property, reported in this division.

Fines and Penalties.

Messrs. Francis and R. Allen, for violation of the 27th Section of the Steamboat Inspection Act, were each fined in the sum of \$200, which, I am informed, has been paid into court at Montreal.

One case only of drunkenness has been reported, that of Francis Filtean, of Quebec, first class engineer, whose certificate was revoked by the local inspector of that district.

• I have the honor to be, Sir,

Your most obedient servant,

SAMUEL RISLEY,

Chairman of the Board of Steamboat Inspection.

APPENDIX No. 9.—Continued.

STEAM VESSELS Inspected in West Ontario, Huron, and Superior Division, for the Year ending 31st December, 1870.

Name of Vessel.	Port of Inspection.	Name of Collector of Fees.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspector's Fees.	Date of Payment.	Totals.	REMARKS.
Norseman	Port Hope	M. Whitehead	March 26	295	221	29 50	\$	March 26	\$ 37 50	Side wheel passenger steamer, Lake Ont.
Algoma	Toronto	J. E. Smith	May 3	623	416	62 30	8	May 28	70 30	do do Lake Huron.
Great Western	Windsor	Benson	April 4	1,252	712	125 20	8	do 4	133 20	do do Car Ferry, G. W. Ry.
Essex	do	do	do 4	93	51	9 30	3	June 1	13 30	Screw passenger steamer, Ferry Windsor
Prince of Wales	do	do	do 8	94	58	9 40	5	May 7	14 40	Side wheel pass. stmr., Ferry, Toronto.
City of Toronto	do	do	do 11	403	255	43 00	8	April 14	51 00	do do Lake Ontario.
Acadia	Hamilton	Kitson	do 13	339	217	33 90	8	do 12	41 90	Screw do Montreal & Chicago
Indian	do	do	do 13	452	307	45 20	8	do 14	53 20	do do do
Osprey	do	do	do 16	375	314	37 50	8	do 14	45 50	Side wheel passng. stmr., Lake Ontario
Bristol	do	do	do 16	340	277	34 00	8	do 23	42 00	Screw do Montreal & Chicago
City of London	Port Stanley	J. Kempbill	do 18	334	307	33 40	8	do 18	41 40	do do do
America	St. Catharines	Lamb	do 20	331	302	33 10	8	do 20	41 10	do do do
Dominion	do	do	do 20	352	285	35 20	8	do 21	43 20	do do do
Chickluna	do	do	do 22	362	295	36 20	8	do 30	44 20	do do do
Minnie Battle	do	do	do 21	24	14	2 45	5	do 30	7 45	do do Canal Tug.
Metamora	do	do	do 21	239	151	23 90	8	do 22	31 90	do do Lake Tug.
Dromedary	do	do	do 25	219	174	21 90	5	do 26	26 90	do do Montreal and Chicago.
Wales	Hamilton	Kitson	do 26	188	96	18 80	5	June 5	23 80	do do Lake Tug.
Ida Burton	Toronto	Smith	do 28	85	54	8 50	5	June 29	13 50	Side wheel passng. stmr., Lake Simcoe.
Carulla	Barrie	do	do 29	29	19	2 90	5	July 3	7 90	Screw do do
N. P. Sprague	Port Dover	Bennett	do 30	119	90	11 90	5	August 3	16 90	do do Lake Tug.
Chicora	Collinwood	Smith	May 4	415	372	41 50	8	July 19	49 50	Side wheel passng. stmr., Lake Huron.
Rescue	do	do	do 4	12	.....	1 20	5	May 7	6 20	Screw Fishing Boat do
Lilly Kerr	do	do	do 4	58	26	5 80	5	July 30	10 80	Screw Timber Tug, Georgian Bay.
George Watson	do	do	do 4	28	.....	2 80	5	May 12	7 80	do do do
F. Hochkiss	do	do	do 4	15	13.22	1 50	5	June 10	6 50	do do do
Argyle	Dundas	do	do 4	13	7½	1 50	5	May 10	20 10	Side wheel passng. stmr., Burlington Bay
Enterprise	St. Catharines	W. B. Gynn	do 13	121	80	12 10	8	do 9	20 10	Screw do Welland Canal.
Clara M. Carter	Port Colbourne	Lamb	do 16	564	494	56 40	8	do 4	64 40	do do do
Mary Ann	Port Colbourne	Rooth	do 16	29	23	2 90	5	do 17	7 90	do Harbor Tug, Port Colbourne.
Dunville	do	McRae	do 17	69	53	6 90	5	do 17	11 90	do do do
Jessie	do	do	do 17	91	67	9 10	5	do 17	14 10	do do do
Dover	do	do	do 17	54	40	5 40	5	do 17	10 40	Side wheel Tug, Grand River.

W. T. Robb.	Draville.	Mellae	17	188	104	18 80	5	do	17	23 80	Screw Lake Tug.
Silverster Neelan.	Port Colbourne.	do	19	46	28	4 60	5	do	17	9 60	do Harbor Tug, Port Colbourne.
J. R. Noyes.	do	do	19	22	11	2 20	5	do	17	7 20	do do
John Gordon.	do	do	19	109	73	10 90	5	do	17	15 90	do do
Minnie T. Parsons.	do	do	19	46	22	4 60	5	do	17	9 60	do do
J. R. Scott.	Port Robinson.	do	29	14	10	1 40	5	do	18	6 40	River Tug, Port Robinson.
Philip Praeger.	do	do	20	7	.....	0 70	5	do	20	5 70	do do
L. N. G.	do	do	20	16	11	1 60	5	do	18	6 60	do do
Barret.	Toronto.	do	21	32½	19½	3 25	5	do	18	8 25	Harbor Tug, Toronto.
Truist.	do	do	21	191	150	19 10	8	do	20	27 10	Side wheel, Island Ferry, Toronto.
W. J. Spicer	Sarnia.	do	21	82	53	8 20	5	do	23	13 20	do do
Hero.	Wallaceburg.	Sully	26	356	239	35 60	8	do	23	43 60	G. T. Ry. Ferry, Sarnia.
Reinder.	do	Fraser	26	38	19	3 80	5	do	27	8 50	Screw River Tug, Wallaceburg.
Sweepstakes.	do	do	27	35	23	3 50	5	do	27	8 50	do do
River King.	do	do	27	13	Not registered.	1 30	5	do	27	6 30	do do
	do	do	27	39	34	4 00	5	do	27	9 00	Ps ngr. stmr., Wallaceburg and Sarnia.
Alex Jones.	do	do	27	22	11	2 20	5	do	27	7 20	Screw Tug, Wallaceburg and Sarnia.
E. J. Stoddart.	do	do	27	13	Not registered.	1 30	5	do	27	6 30	do do
Beaver.	do	do	27	44	17	4 40	5	do	27	9 40	do do
John L. Noyes.	Windsor.	Benson	28	33	22	3 30	5	do	27	8 40	do do
Dominion.	Chatham.	Pennefather	28	178	117	17 80	8	do	27	25 80	Psngr. steamer, River Thames.
P. E. McCarrell.	do	do	28	116	77	11 60	8	do	28	16 60	do Wood Barge
Bella Taylor.	do	do	28	38	17	3 80	5	do	28	8 80	do River Tug
Deane.	Gravenhurst.	Smith	28	7	.....	0 70	5	Nov.	24	5 70	do Psngr. stmr., Lake Muskoka.
Wesensh.	do	do	3	63	63	6 30	5	June	1	11 30	do Side wheel
Bob Hackett.	Windsor.	Benson	3	53	53	5 30	5	Aug.	6	10 30	do do Detroit River.
Mary Ward.	Chatham.	Pennefather	3	236	236	34 50	8	June	10	42 50	Screw do
J. M. Park.	Windsor.	Benson	10	28	28	4 20	5	April	28	9 20	Vaseh burnt. Fees unpaid.
Annie Reed.	Port Hope.	Whitehead	14	38	38	4 70	5	June	16	9 70	Screw Harbor Tug, Port Hope.
Am de Saxon.	Lindsay	do	15	95	95	10 90	8	do	21	18 90	Side wheel psngr. stmr., Lindsay.
Commodore.	do	do	15	74	74	8 20	5	do	16	15 20	do do
Champion.	do	do	16	31	13	3 10	5	May	35	8 10	do do
Mary Ellen.	do	do	16	102	95	10 25	8	do	25	18 25	Side wheel Tug, Lindsay.
Ogimah.	do	do	16	38	21	3 84	5	do	10	8 84	do do
Ranger.	do	do	16	53	40	5 36	5	April	18	10 30	do do
Victoria.	do	do	16	94	83	9 43	5	June	16	14 43	do do
Norely.	do	do	17	67	57	6 75	5	do	17	11 95	do do
Lady Ida.	Omanut.	do	17	18	14	1 80	5	April	25	6 80	Tug Psngr. stmr. do
H. M. Mexer.	Toronto.	Suit h.	22	21	9	2 10	5	June	9	7 16	Screw Harbor Tug, Toronto.
Wm. Seymour.	Goderich.	Doty	23	77	46	7 70	5	do	18	12 70	do Psngr. stmr., Goderich.
Sea Gull.	Sarnia.	Scully	25	51	43	5 10	5	May	26	10 10	do do Sarnia.
Fatherprise.	Rice Lake.	Perry	28	63	63	6 30	5	June	27	11 30	Side wheel Psngr. stmr., Rice Lake.
Ononabee.	do	do	28	84	46	8 40	5	do	27	13 40	do do
Aln.	do	do	28	35	35	0 60	5	Aug.	6	5 60	do do
Forest City.	do	do	28	79	79	7 90	5	July	7	12 90	do do
Manitoba.	Chatham.	Pennefather	28	80	69	8 10	5	do	6	13 10	Screw steamer Wood Barge.
Florence.	Windsor.	Benson	4	108	73	10 80	8	June	10	18 80	Passenger steamer, River Tug.
Beaver.	do	E. Anderson	6	35	35	3 50	5	July	5	8 50	do Wood Barge.
Norfolk.	Hamilton.	P. Bennett	12	70	43	7 00	5	June	6	12 00	Side wheel Psngr. stmr., Port Rowan.

STEAM VESSELS Inspected in West Ontario, Huron, and Superior Divisions, &c.—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector of Fees.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspector's Fees.	Date of Payment.	Totals.	REMARKS.
						\$ cts.	\$			
Young Lion	Port Dalhousie.	J. Lamb.	do	54	43	5 40	5	April 29	10 40	Screw Harbor Tug, Port Dalhousie.
Dalhousie	do	do	do	353	256	35 30	8	do 29	43 30	do Welland Railway.
Emily May	Belle Ewart	Smith	do	181	104	18 10	8	do 30	26 10	Side wheel steamer, Lake Simcoe.
Simcoe	do	do	do	26	15	2 60	5	do 30	7 60	Screw Tug do
Emily Dunham	do	do	do	32	32	3 20	5	Jan. 1	8 20	Single paddle do
G. S. Hathaway	do	J. E. Smith	do	14½	8½	1 45	5	July 30	6 45	Screw Tug do
Francis Smith	Collingwood	do	do	461	109	46 20	8	May 3	54 20	Side wheel passenger stmr., Georgian Bay.
Warbuno	do	do	do	146	107	14 60	8	June 3	22 60	do do
Hero	Owen Sound	Wm. Stephens	do	16	16	1 60	5	Aug. 3	6 60	Screw do
Sam Lewis	Collingwood	J. E. Smith	do	114	84	11 40	8	July 8	19 40	do do
Novelty	Collinwood	do	Aug.	...	...	...	...	...	...	Not measured.
Minnie Hall	Owen Sound	Wm. Stephens	do	47	10	4 72	5	Sept. 24	9 72	Screw Tug, Georgian Bay.
O'Rourke	do	do	do	37	10	3 72	5	July 13	8 72	do do
J. Morris	Port Dalhousie.	J. Lamb.	Sept.	47	43	4 70	5	April 29	9 70	do do
Agnes McMahon	St. Catharines	J. Lamb.	Sept.	54	45	5 40	5	Sept. 29	10 40	Screw Tug, Welland Canal.
Union	Windson	Wm. Benson	Dec.	1,190	999	119 00	8	May 4	127 00	G. W. Ry. Ferry.
Mettie Grew	Byng Inlet	J. E. Smith	Oct.	14	Not Measured.	...	...	...	...	Pleasure Yacht and Tug.
Champion	Owen Sound	Wm. Stephens	do	51	51	5 10	5	Oct. 22	10 10	Screw passenger and freight.
Quail	Chatham	J. E. Smith .....	...	15	8	1 30	5	June 3	6 50	Not inspected.
Europe	St. Catharines	J. Lamb.	...	370	307	37 00	8	Nov. 5	45 00	New. Not inspected.

STEAM VESSELS Inspected in East Ontario Division, for the Year ending 31st December, 1870.

Name of Vessel.	Name of Collector of Fees.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspector's Fees.	Date of Payment.	Totals.	REMARKS.
					\$ cts.	\$			
Hiram Calvin	H. B. Simpson	April 11	309	163	30 90	5	April 7	35 90	
Wellington	do	do	400	221	40 00	5	do 5	45 00	
Magnet	do	do	336	274	33 70	8	do 12	41 70	
Brantford	do	do	341	226	34 10	5	do 13	39 10	
William	do	do	267	109	26 70	5	do 13	31 70	
Highlander	do	do	300	182	30 00	5	do 13	35 00	
America	do	do	221	109	22 10	5	do 7	27 10	
J. A. McDonald	do	do	268	119	26 80	5	do 7	31 80	
Bruno	do	do	359	236	35 90	5	do 18	40 90	
Rt. Angus	do	do	105	68	10 50	5	do 18	15 50	

Spartan	do	do	do	19	424	264	42 49	8	do	21	33 40
Kingston	do	do	do	19	344	201	34 40	5	do	21	42 40
Rochester	do	do	do	20	232	126	23 20	8	do	21	31 20
J. Bright	Morrisburg	Hiram Camran	do	21	30	13	3 00	5	Nov. 1893	9	8 00
Rose	Kingston	W. B. Simpson	do	22	121	93	12 10	5	April 1870	22	17 10
Glide	do	do	do	22	61	20	6 10	5	do	18	11 10
Hercules	Garden Island	do	do	25	470	331	47 00	5	do	7	52 00
City of Hamilton	do	do	do	25	391	240	39 10	5	do	7	44 10
St. Lawrence	Kingston	do	do	26	244	107	24 40	5	do	26	29 40
Helen	Belleville	John P. Roblin	do	27	299	119	26 90	8	do	29	34 90
Prince Edward	do	W. F. Mendell	do	27	113	42	11 30	5	do	27	16 30
Pierpont	Kingston	W. B. Simpson	May	10	114	71	11 40	5	May	10	19 40
France	do	do	do	11	37	7	3 70	5	do	19	8 70
Simon Davis	do	do	do	12	24	17	2 40	5	do	12	7 40
Sean	do	do	do	12	36	29	3 60	5	do	2	8 60
Water Town	do	do	do	13	154	103	15 40	5	do	10	23 40
Jessie Abbey	Mill Point	John Benson	do	17	42	26	4 20	5	do	30	9 20
Nile	Kingston	W. B. Simpson	do	18	89	59	8 90	5	do	18	13 90
Prince Alfred	Brookville	G. Easton	do	20	20	19	2 00	5	June	8	7 00
Ellen Jeffers	Belleville	W. F. Mendell	do	31	33	18	3 30	5	May	31	8 30
John Greenway	do	J. P. Roblin	do	31	37	8	3 70	5	do	3	7 70
British America	Kingston	W. B. Simpson	June	7	21	11	2 10	5	do	12	7 10
Raftsmen	Cornwall	R. R. Bullock	do	9	84	52	8 40	5	June	7	13 40
Elwood	Kingston	W. B. Simpson	do	14	94	52	9 40	8	do	17	17 40
Abyssinian	Charlotte, N. Y.	do	do	21	25	7	2 50	5	May	27	7 50
Athenian	do	do	do	22	1,044	720	104 40	8	June	24	112 40
Quail	Napanea	G. Watson	do	22	1,083	706	108 30	8	do	24	116 30
Adolphus	Williamstown	A. Delisle	do	30	16	15	1 50	5	May	10	6 50
Bay of Quinte	Kingston	W. B. Simpson	July	6	259	159	25 00	8	do	6	6 00
Carlyle	do	do	do	12	115	75	11 50	5	do	13	16 50
John Baptiste	Prescott	B. S. Jessup	do	13	115	75	11 50	5	do	13	16 50
Brace	Brookville	G. Easton	do	14	107	87	10 70	5	do	11	18 70
Mary Ann	Kingston	W. B. Simpson	do	15	42	31	4 20	5	do	16	9 20
Monter	Aylmer	D. Graham	do	23	144	58	14 40	5	August	16	19 40
Ann Sisson	do	do	do	28	213	92	21 30	8	June	21	29 30
Emerald	do	do	do	29	90	55	9 00	5	do	21	14 00
Allanette	Havelock	do	do	29	22	167	2 50	5	do	20	7 30
Portage du Fort	do	do	do	30	191	167	19 10	8	do	21	27 16
Sir John Young	Havelock	do	do	30	137	19	13 70	8	do	21	21 70
Jason Gould	Cobden	do	do	30	57	22	3 70	5	do	21	8 70
Pembroke	Pembroke	do	do	31	62	37	6 20	5	do	21	11 20
Pontiac	do	do	do	1	129	66	12 00	8	do	21	20 00
Prince Arthur	Sand Point	do	do	2	75	50	7 50	5	do	21	12 50
Snow Bird	do	do	do	2	62	45	6 20	5	do	21	11 20
King	Ottawa	do	do	30	9	3	0 90	5	Nov.	15	5 90
Water Lily	Kingston	W. B. Simpson	Sept.	10	66	46	6 60	5	May	28	11 00
	do	do	do	13	97	74	9 70	5	do	13	14 70

Amount of tonnage disputed by owners.

Steamer Quail. Fees paid to G. Watson, Custom House officer, at Collingwood. The Gross Tonnage not shown on his Certificate of Registry.

Not registered.

New. Not registered.

STEAM VESSELS Inspected in East Ontario Division, &c.—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector of Fees.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspector's Fees.	Date of Payment.	Totals.	REMARKS.
						\$ cts.	\$	Oct. 28	\$ cts.	
Mleanor	Kingston.....	W. B. Simpson.	Sept. 24	23	10	2 30	5		7 30	Now. The dues to be paid previous to her running next spring.
Pickton	Mill Point.....		Nov. 24	248						

STEAM VESSELS Inspected in the Montreal Division for the Year ending 31st December, 1870.

Name of Vessel.	Port of Inspection.	Name of Collector of Fees.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspector's Fees.	Date of Payment.	Totals.	REMARKS.
						\$ cts.	\$	Oct. 28	\$ cts.	
Quebec Elevator	Montreal	A. M. Delisle..	April 8	132	90	13 20	5	May 6	18 20	Not registered.
No. One do	do	do	do 8	95	.....	9 50	5	do 6	14 50	
No. Four do	do	do	do 8	95	.....	9 50	5	do 6	14 50	do
No. Five do	do	do	do 8	95	.....	9 50	5	do 6	14 50	do
East	do	do	do 9	347	218	34 70	8	April 26	42 70	
Georgian	do	do	do 11	448	303	44 80	5	do 30	49 80	
St. Lawrence Elevator	do	do	do 11	98	23	9 80	5	May 6	14 80	
Aurora	Laohine	do	do 21	113	26	11 30	8	do 6	19 30	
Corinthian	do	do	do 26	374	220	37 40	8	April 26	45 40	
Cultivateur	do	do	do 23	205	41	20 50	5	do 26	25 50	
Elfin	Montreal	do	do 30	74	10	7 40	3	do 5	12 40	
Huron	do	do	do 30	387	227	38 70	8	May 30	46 70	
Champion	St. Johns	do	May 2	124	36	12 40	5	May 6	17 40	
Ignatius Tyler	do	do	do 2	105	22	10 50	5	do 6	15 50	
Passport	do	do	do 3	246	184	24 60	8	April 30	42 60	
Ottawa	do	do	do 3	264	126	26 40	5	May 3	31 40	
Canada	do	D. Graham	do 4	81	11	8 10	5	May 22	13 10	
Engineer	do	A. M. Delisle..	do 4	37	8	3 70	5	May 23	8 70	
Maid of Canada	do	do	do 5	314	125	31 40	8	do 11	39 40	
City of Ottawa	do	do	do 7	122	64	12 20	8	do 16	22 20	
Oyngnet	do	do	do 9	44	16	4 40	5	do 5	9 40	
Arctic	do	do	do 9	104	61	10 40	5	do 16	15 40	
Salaberry	do	do	do 10	238	98	23 80	8	do 11	31 80	
Relief	do	do	do 11	87	17	8 70	5	do 5	13 70	
Alice	do	do	do 11	83	33	8 30	5	do 16	13 30	
Cariboo	do	do	do 12	86	4	8 60	5	do 17	13 60	

Caroline.....	do	do	do	13	101	46	10 10	5	do	16	15 10
Hagar.....	do	do	do	17	141	55	14 10	8	do	5	22 10
Faust.....	do	do	do	17	29	11	2 90	5	do	28	7 90
Dandy.....	do	do	do	17	27	12	2 70	5	do	21	7 70
Bellair.....	do	do	do	20	701	479	70 40	5	do	23	75 40
Bytown.....	do	do	do	21	76	34	7 60	5	do	23	12 60
Champion.....	do	do	do	26	373	127	37 30	8	April	30	45 30
Schicklina.....	do	do	do	26	64	54	6 40	5	May	6	11 40
M. K. D.....	do	do	do	27	108	37	10 80	5	do	6	15 80
La Prairie.....	do	do	do	27	342	168	34 20	8	June	2	42 20
Aster.....	do	do	do	1	87	40	8 70	5	do	27	27 40
Ad.....	do	do	do	2	89	23	8 90	5	do	27	27 80
Fawn.....	do	do	do	3	83	30	8 30	5	do	7	13 30
M. Stevenson.....	do	do	do	3	113	66	11 30	5	do	4	34 00
do	do	do	do	4	700	411	70 00	5	do	4	75 00
Mink.....	do	do	do	6	22	14	2 20	5	do	6	7 20
Froquois.....	do	do	do	10	351	223	35 10	8	do	6	43 10
Allen.....	do	do	do	11	57	17	5 70	5	do	6	10 70
Prince of Wales.....	do	do	do	13	214	68	21 40	8	May	3	29 40
Hochelaga.....	do	do	do	15	298	95	22 80	8	June	21	30 80
Longueuil.....	do	do	do	18	308	189	30 80	8	do	21	38 80
Charlotte.....	do	do	do	27	41	10	4 10	5	May	5	9 10
Mountain Maid.....	do	do	do	27	41	10	4 10	5	May	5	9 10
Lake Memphre.....	do	do	do	27	41	10	4 10	5	May	5	9 10
magog, New- port.....	do	do	do	30	61	26	6 10	8	Sept.	8	14 10
Lady of the Lake.....	do	do	do	30	61	26	6 10	8	Sept.	8	14 10
Magnet.....	do	do	do	1	278	175	27 80	8	Oct.	18	35 80
Merritt.....	do	do	do	2	497	279	42 70	8	April	27	50 70
do	do	do	do	4	1,127	979	112 70	5	July	2	117 70
Flamorough.....	do	do	do	4	670	455	67 00	5	June	13	72 00
Eclipse.....	do	do	do	4	215	33	21 50	5	May	6	26 50
Plover.....	do	do	do	5	45	16	4 50	5	do	31	9 50
Express.....	do	do	do	5	54	42	5 40	5	July	25	10 40
Lord Elgin.....	do	do	do	6	214	31	21 40	5	June	7	26 40
Delisle.....	do	do	do	6	45	17	4 50	5	July	29	9 50
John Brown.....	do	do	do	7	87	59	8 70	5	do	29	13 70
Banshee.....	do	do	do	12	274	133	27 40	8	do	12	35 40
St. Lawrence.....	do	do	do	11	133	37	13 30	5	May	6	18 30
Sorel.....	do	do	do	12	83	18	8 30	5	July	30	12 30
Lincoln.....	do	do	do	20	82	43	8 20	5	do	30	13 20
Victoria.....	do	do	do	20	106	67	10 60	5	May	5	18 60
Otter.....	do	do	do	21	98	22	9 80	8	Aug.	16	25 80
Alexandra.....	do	do	do	21	265	95	26 50	8	do	16	34 50
Matilda.....	do	do	do	22	86	22	8 60	5	May	5	13 60
Queen Victoria.....	do	do	do	22	217	61	21 70	8	do	3	29 70
England.....	do	do	do	22	142	54	14 20	5	Aug.	16	19 20
Rover.....	do	do	do	22	114	25	11 40	5	July	30	16 40
Mac.....	do	do	do	23	107	21	10 70	5	do	30	17 70
Wood.....	do	do	do	27	97	53	9 70	5	June	8	14 70
No. 2 Grain Elevator.....	do	do	do	16	95	Not registered.	9 50	5	Oct.	16	14 50

Added this year. Gone back to England.

Paid for 1869 and 1870.

Paid for 1869 and 1870.

Added this year. Gone back to England.

New this year.

Once paid in Quebec.

New steamer.

Re-measured. Reduced from 402 tons gross to 274 tons gross.

Paid for 1869 and 1870.

Added this year.

STEAM VESSELS Inspected in the Montreal Division, &c.—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector of Fees.	Date of Inspection	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspector's Fees.	Date of Payment.	Totals.	REMARKS.
						\$ cts.	\$		\$ cts.	
No. 3 Grain Elevator.....	Ottawa.....	A. M. Delisle.....	Aug. 18.....	95.....	Not registered	9 50.....	5.....	Oct. 16.....	14 50.....	
W. F. Bronson.....	do.....	do.....	do 19.....	101.....	28.....	10 10.....	5.....	Sept. 12.....	15 10.....	New this year.
Victory.....	do.....	do.....	Sept. 15.....	43.....	16.....	4 30.....	5.....	Oct. 17.....	9 30.....	do
Excelsior.....	do.....	do.....	do 15.....	107.....	54.....	10 70.....	5.....	do 17.....	.....	Dues not paid.
Gem.....	do.....	do.....	Oct. 1.....	116.....	28.....	11 60.....	5.....	do 17.....	16 60.....	do
Boston.....	do.....	do.....	do 2.....	83.....	25.....	8 30.....	5.....	do 17.....	13 30.....	do
Perry.....	do.....	do.....	do 4.....	41.....	33.....	4 10.....	5.....	do 17.....	9 10.....	do
Atlas.....	do.....	do.....	do 11.....	176.....	38.....	17 60.....	5.....	May 5.....	22 60.....	
Corsican.....	do.....	do.....	do 26.....	435.....	244.....	43 50.....	8.....	do 5.....	51 50.....	New this year. Dues not paid.

STEAM VESSELS Inspected in Three Rivers Division, for the Year ending 31st December, 1870.

Name of Vessel.	Port of Inspection.	Name of Collector of Fees.	Date of Inspection	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspector's Fees.	Date of Payment.	Totals.	REMARKS.
						\$ cts.	\$		\$ cts.	
Fire Fly.....	Sorel.....	Win. Bleakly.....	April 11.....	92.....	46.....	2 05.....	5.....	April 22.....	14 20.....	
L'Etoile.....	do.....	do.....	do 14.....	57.....	21.....	70 05.....	5.....	do 22.....	10 70.....	
Montreal.....	do.....	do.....	do 14.....	570.....	286.....	57 00.....	8.....	do 22.....	65 00.....	
Castor.....	do.....	Hay, for Collector.....	do 14.....	92.....	58.....	9 20.....	5.....	June 9.....	14 20.....	Free.
Richelieu.....	do.....	do.....	do 14.....	126.....	68.....	.....	.....	.....	.....
L'Assomption.....	do.....	Win. Bleakly.....	do 16.....	176.....	80.....	17 60.....	8.....	April 22.....	25 60.....	
Berthier.....	do.....	do.....	do 16.....	76.....	29.....	7 60.....	5.....	do 30.....	12 60.....	
Trois Rivières.....	do.....	do.....	do 18.....	503.....	225.....	50 30.....	8.....	do 22.....	58 30.....	
Terrebonne.....	do.....	do.....	do 18.....	141.....	37.....	14 10.....	8.....	do 22.....	22 10.....	
Quebec.....	do.....	do.....	do 19.....	830.....	527.....	83 80.....	8.....	do 22.....	91 80.....	
Rivière du Loup.....	do.....	do.....	do 20.....	41.....	25.....	4 10.....	5.....	do 22.....	9 10.....	
Rocket.....	do.....	do.....	do 20.....	387.....	172.....	38 70.....	8.....	do 8.....	46 70.....	
Berthier.....	do.....	do.....	do 21.....	350.....	156.....	35 00.....	8.....	May 30.....	43 00.....	
Champlain.....	do.....	do.....	do 21.....	117.....	47.....	11 70.....	5.....	April 30.....	16 70.....	New.
Whitehall.....	do.....	do.....	do 23.....	118.....	63.....	11 80.....	5.....	do 30.....	16 80.....	
Carillon.....	do.....	do.....	do 23.....	87.....	8.....	8 70.....	5.....	May 11.....	13 70.....	
Hope.....	do.....	do.....	do 25.....	126.....	40.....	12 60.....	5.....	April 30.....	17 60.....	
Montreal.....	do.....	do.....	do 26.....	114.....	27.....	11 40.....	5.....	do 30.....	16 40.....	
Albert.....	do.....	do.....	do 29.....	104.....	30.....	10 40.....	5.....	do 30.....	15 40.....	
Meteor.....	do.....	do.....	May 2.....	252.....	109.....	25 20.....	8.....	do 8.....	33 20.....	

[illegible]

STEAM VESSELS Inspected in the Quebec Division, for the Year ending the 31st December, 1870.

Paris	Levis	J. W. Dunscombe	April	20	149.20
City of Quebec	Quebec	do	do	23	749.05
Quebec	Levis	do	do	26	158.91
Levis	Quebec	do	do	28	340
Caspe	Levis	do	May	2	142
Tadouac	Levis	do	April	27	200
Royal	Quebec	do	May	2	67
Margat	do	do	do	2	37
Margat	do	do	April	26	126
Reindner	do	do	May	2	42
R. P. Dore	do	do	do	7	467
Secré	do	do	April	26	392.98
Advance	do	do	June	20	153.15
Arctie	Levis	do	May	13	170.74
Albion	do	do	do	25	69.15
Alliance	do	do	April	30	236.64
Clyde	do	do	May	28	240.52
Ranger	Montreal	do	do	26	100.7
Providence	Quebec	do	April	26	100.7
Hero	Levis	do	May	30	268.52
St. J.	Quebec	do	June	10	125.42

STEAM VESSELS Inspected in the Quebec Division, &c.—Continued.

Name of Vessel.	Port of Inspection.	Name of Collector of Fees.	Date of Inspection	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspector's Fees.	Date of Payment.	Totals,	REMARKS.
						\$ cts.	\$		\$ cts.	
Storn.....	Levis.....	J. W. Duncombe	May 25	54.52	17.44	5 50	5	May 16	10 50	
St. Louis.....	do.....	do	do 10	108	41	10 80	5	do 16	16 80	
Scotchman.....	do.....	do	July 2	88.65	55.85	8 90	5	do 16	13 90	
St. Andrew.....	do.....	do	May 11	217.64	137.22	21 80	5	do 16	26 80	
St. George.....	do.....	do	April 30	202.62	127.92	20 30	8	do 16	28 30	
Unity.....	do.....	do	June 4	58.24	39.61	5 80	5	do 16	10 80	
Point Levis.....	do.....	do	May 13	93.30	58.78	9 30	5	do 16	14 30	
Napoleon III.....	do.....	do	do 10	91.1	57.4	9 20	5	do 16	14 20	
Quebec.....	do.....	do	do 16	91.83	57.76	9 20	5	do 16	14 20	
Queen.....	do.....	do	do 31	87.13	54.94	8 70	5	do 16	13 70	
Voyageur.....	do.....	do	do 24	157	17	13 70	5	do 16	18 70	
J. McKenzie.....	Quebec.....	do	April 26	448	125	44 80	5	do 16	49 80	
St. Antoine.....	do.....	do	May 14	158	99	15 90	8	do 17	23 90	
Port Neuf.....	do.....	do	April 30	218	138	21 90	8	do 28	29 90	
Etoile.....	do.....	do	do 27	24	96	15 20	8	do 28	23 20	
Kate.....	Levis.....	do	do 23	199.65	125	2 40	5	do 30	7 40	
Hercules.....	do.....	do	do 23	199.65	125	20 00	5	do 30	25 00	
Rescue.....	Quebec.....	do	May 12	182	125	18 20	5	do 31	23 20	
Maid of Orleans.....	do.....	do	April 23	119.56	76	12 00	8	do 31	20 00	
St. Croix.....	do.....	do	June 4	149	46	14 90	8	do 31	22 90	
St. Nicholas.....	do.....	do	do 3	82	52	8 20	5	June 1	13 20	
Tiger.....	do.....	do	May 31	141.12	88.91	14 10	8	do 7	22 10	
New Dominion.....	do.....	do	do 2	38	26	3 80	5	do 7	8 80	
Samson.....	Levis.....	do	do 12	168	126	16 80	5	do 7	21 80	
Notre Dame de.....	do.....	do	do 9	135.22	86.19	13 50	8	do 13	21 50	
Levis.....	do.....	do	do 12	153.40	96.65	15 30	5	do 14	21 30	
Anglesca.....	do.....	do	do 2	207.87	130.69	20 80	5	do 15	25 80	
William.....	do.....	do	do 2	107	74	10 50	5	do 15	15 50	
St. Charles.....	do.....	do	do 6	121	77	12 10	8	do 20	20 10	
National.....	Quebec.....	do	do 10	105	22	10 50	5	do 28	15 50	
Phoenix.....	Levis.....	do	April 16	139	87	13 90	8	do 30	21 90	
Eugenie.....	do.....	do	do 2	80.30	50.63	8 30	5	July 4	13 30	
Hector.....	Quebec.....	do	do 15	25	427	69 10	8	do 4	77 10	
Georgia.....	do.....	do	do 15	25	18	2 80	5	do 19	7 80	
Fire Fly.....	Levis.....	do	April 9	99.96	62	9 90	8	do 30	13 00	
Express.....	do.....	do	May 6	15.86	32.08	5 20	5	August 2	10 20	
City.....	do.....	do								

STEAM VESSELS Inspected in Nova Scotia and New Brunswick Division, for the Year ending 31st December, 1870.

Name of Vessel	To	Agent	Tonnage	Date of Departure	Month	Day	Hour	Remarks
Amazons	do	do	11	Aug.	8	11	7	Not running, and not inspected.
Fairy	do	do	12	13	16	10	6 30	
Conqueror	do	do	15	198 73	10	16	24 80	
Prince Edward	do	do	26	161 67	11	20	24 20	
Lothbriere	do	do	30	205	8	31	23 50	
Grosse Isle	do	do	120	75	May	31	23 50	
St. John, N. B.	do	do	5	39 55	5	April	5	Tug.
do	do	do	8	47 05	8	do	9 70	Sold to Parties in Liverpool, N. S.
Empress	do	do	25	323 60	25	do	160 90	Passenger Steamer, Sea going.
Ada G.	do	do	20	102 08	20	do	18 20	Tug.
Rothsay	do	do	29	839 24	29	do	91 80	Passenger, River.
Olive	do	do	25	366	25	Aug.	25	do
David Weston	do	do	14	765	14	April	13	do
M. A. Starr	do	do	22	244	22	Feb.	22	do
Sunbury	do	do	18	184	18	April	20	Tug.
General	do	do	19	159	19	do	23 50	do
Tiger	do	do	21	105	21	do	18 50	do
Hercules	do	do	3	53	3	June	22	do
Relief	do	do	5	76	5	Sept.	9	do
Fawn	do	do	11	621	11	May	17	Passenger, River.
City of St. John	do	do	18	709	18	May	17	do
Newcastle	do	do	23	30	23	do	18 90	Sea going.
Teeser	do	do	24	42	24	do	8 00	Ferry.
Lady Colbrook	do	do	28	70	28	do	9 00	do
Hy. Hooper	do	do	31	34	31	do	12 00	do
East Riding	do	do	3	85	3	June	31	Tug.
Lion	do	do	9	10	9	do	13 50	Passenger, River.
Sir C. Ogle	do	do	11	126	11	June	4	Tug.
Mic Mac	do	do	11	150	11	do	6 00	Passenger, River.
Chabaco	do	do	13	108	13	do	29 00	Ferry.
Sultan	do	do	8	50	8	do	22 00	Ferry Steamer.
Telegraph	do	do	21	135	21	do	18 80	Tug at Richibucto, N. B.
Victor	do	do	22	29	22	do	21 50	Ferry Steamer.
Highlander	do	do	23	184	23	do	7 90	Harbor Tug.
Gazelle	do	do	24	109	24	do	25 40	Passenger on River.
Ira Whittier	do	do	28	250	28	do	18 90	do
Talbot	do	do	25	145	25	do	33 00	do
Marysville	do	do	24	25	24	do	22 50	do
New Dominion	do	do	24	18	24	do	1 30	Ferry Steamer.
Fort Second	do	do	27	49	27	do	6 80	do
Dot	do	do	21	39	21	do	8 70	Tug.
Hiram Perry	do	do	22	79	22	July	23	Tug, Sea going.
Osengondy	do	do	8	294	8	do	37 40	Harbor Ferry.
May Queen	do	do	19	502	19	April	22	Passenger on River.

STEAM VESSELS Inspected in Nova Scotia and New Brunswick Division, &c.—*Concluded.*

Name of Vessel.	Port of Inspection.	Name of Collector of Fees.	Date of Inspection.	Gross Tonnage.	Registered Tonnage.	Tonnage Dues.	Inspector's Fees.	Date of Payment.	Totals.	REMARKS.
						\$ cts.			\$ cts.	
Tiger	Pictou, N. S.	D. McCulloch	August 16	60	28	6 00	5	Aug. 17	11 00	Tug.
Alida	St. John, N. B.	B. Robinson	do 23	64	29	6 40	5	May 26	11 40	do
Rothsary Castle	Shediac	H. Irvingston	do 19	177	84	17 70	8	Aug. 19	25 70	Tug, North Shore.
Speck	St. John, N. B.	B. Robinson	do 24	36	7	3 60	5	April 21	8 60	Tug.
Antelope	do	do	do 26	128	77	12 80	8	May 26	20 80	do
Lion	do	do	do 25	42	10	4 20	5	Aug. 25	9 20	do
J. C. Vail	do	do	do 27	28	14	2 80	5	do 20	7 80	Ferry Steamer.
St. Lawrence	Pictou, N. S.	D. McCulloch	Dec. 5	845	675	84 50	8	Sept. 26	92 50	Passenger, Sea-going.
Princess of Wales	Shediac, N. B.	D. Hamington	Nov. 28	935	650	93 60	8	do 30	101 60	do
Dragon	Pictou, N. S.	D. McCulloch	Dec. 9	136	136	13 60	8	do 26	21 60	Tug.
May Flower	do	do	do 8	136	136	13 60	8	do 30	21 60	Ferry, Pictou Harbor.
Philo	do	do	do 6	86	186	8 60	8	Dec. 6	13 60	Tug.
Emperor	St. John, N. B.	B. Robinson	do 21	671	352	67 10	5	do 21	75 10	Passenger, (Hull, registered, 1870.)
Lincoln	do	do	April 23	67	32	8 70	5	April 20	15 70	Tug, River St. John.
Conqueror	do	do .....	.....	Not in use this year.	Not in use this year.	.....	.....	.....	.....	Sold to parties in N. S. Repairing.
Prince of Wales	do	do .....	.....	.....	.....	.....	.....	.....	.....	Not in use since date of certificate ended.

STATEMENT of the Number of Steam Vessels added to the Dominion, during the Year ended 31st December, 1870, their Class and Horse Power, whether of Wood or Iron, and Register Tonnage, where built, and how employed.

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Register Tonnage.	Where and when Built.	Where and how Employed.
English.						
New York	50	Side Wheel	Iron	356	Sorel, 1870	Sorel to Montreal, Passengers and Freight.
Georgia	58	Tug Screw	Wood	176	do	Montreal and Quebec, Towing.
Conqueror	215.90	Screw	Iron	648	Dunbarton, Scotland, 1863	Passenger, Montreal to Pictou.
Andalusian	92.44	Side Wheel	Wood	152.5	Clyde, Scotland, 1865.	Tug from Montreal to Lower St. Lawrence.
William	59.22	do	do	134.40	Levis, Prov. of Quebec, 1870	do do Bic.
City	57.22	do	do	207.87	do do	do do Brandy Pois.
John White	15	do	do	51.86	do do	do do Quebec.
King	12	Screw	do	14	Buffalo, N.Y., 1869	Tug between Kingston and Montreal.
St. John Young	8	do	do	59	Hattersen, 1870	Freight and Tug, Rideau Canal and River St. Lawrence.
Carleton	63	Side Wheel	do	40	Havelock, 1870	Passenger on Ottawa branch of River.
Prince Arthur	12	Screw	do	115	Bedford Mills 1870	Freight and Tug, Rideau Canal and Bay of Quinte.
Water Lily	43	Side Wheel	do	Not Registered	Sabot Point, 1870	Passenger Steamboat on Cat's Lake.
Plover	8	Screw	do	97	Dog Lake, Rideau Canal, 1870	Freight and Tug Steamboat on Rideau Canal.
	44	Side Wheel	do	248	Mill Point, 1870	Passenger Steamer, Bay of Quinte and St. Lawrence.
City of St. John	150	Side Wheel	do	709	Carleton, N.B., 1870	Passenger Steamer, Bay of Fundy.
Telegraph	20	do	do	135	Indian town, N.B.	Perry at Indian town, N.B.
Onaugony	90	do	do	294	Carleton, N.B.	Perry, Harbour of St. John.
Tiger	60	Screw	do	60	Philadelphia, U.S., 1866	Tug in Pictou Harbour, N.S.
J. C. Vail	12	Side Wheel	do	28	Kingston	Perry, Canada Point, N.B.
Nephtys	90	do	New	Not Registered	do	Tug, Port of Fundy.
Xanthus	80	do	Wood	do	St. John, N.B.	Not employed yet.
New Perry Boat	30	do	do	do	Annapolis, N.S.	Perry, Annapolis River.
New Tug	40	do	do	do	Chatham, N.B.	do do
New Tug	50	do	do	do	United States	Tug, Chatham River.
Huron	60	do	do	do	Hull, N.S.	do do
Chloris	180	do	do	372	Liverpool, England, 1861	Passenger, Callingswood and Port William.
Dallan	57	do	do	283	St. Catharines, Ont., 1869	Lake freight, Port of Fundy and Freight.
Lady Franklin	24	Screw	do	33	Cleveland, N.S., 1860	Toronto Harbour Tug.

STATEMENT of the Number of Steam Vessels added to the Dominion, &c.—*Concluded.*

Name of Vessel.	Horse Power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where and when Built.	Where and how Employed.
Fred Hotchkiss	5½	Screw	Wood ..	15	7½	Collingwood, 1869	Collingwood Harbor Tug.
Minnie Battle	15	do	do ..	24	14	Buffalo, U.S., 1870	Welland Canal Harbour Tug.
Manitoba	10	do	do ..	Not Registered ..		Chatham, Ont., 1870	Chatham and Detroit Wood Barge.
P. E. McCarroll	18	do	do ..	116	77	Wallaceburg, 1870	do ..
Samuel B. Norcross	14	do	do ..	22	11	Buffalo, N.S., 1868	Port Colborne Harbour Tug.
Wm. Seymour	24	do	do ..	77	46	Goderich, Ont., 1870	Goderich and Sarnia, Passenger and Freight
Shickhuna	68	do	do ..	362	235	St. Catharines, 1870	do ..
Mary Ward	45	do	do ..	345	236	Wallaceburg, 1870	Lake Propellor
Europe	46	do	do ..	370	307	St. Catharines, 1870	do ..
Bolivar	100	Freight Screw	Iron ..	704	479	Newcastle-upon-Tyne, 1866 ..	do ..
Delisle	75	Tug Screw	Wood ..	45	17	Buffalo, U.S., 1869	do attending to Steam Dredges.
Ouse	96	Freight Screw	Iron ..	700	441	Hartlepool, 1869	do to Picton, Coal and Merchandise.
Allen	100	Tug Screw	Wood ..	57	17	Montreal, 1870	do to Ottawa, Towing Lumber
No. 2 Elevator	55	Grain Elevator	do ..	95	Not registered	Quebec, Not Registered	Harbour, Elevating Grain.
H. F. Bronson	120	Tug Screw	do ..	101	28	Montreal, 1870	do to L. Champlain, Towing Lumber.
Victoria	75	do	do ..	43	16	do ..	do to Ottawa, Towing Barges.
Corsican	110	Passenger	Iron ..	435	244	do ..	do to Hamilton, Passenger.
Fred Clinch	12	Screw	do ..	13	3	Buffalo, U.S., 1868	Tug, Musquash Harbour.
Fred Leavitt	18	do	do ..	18	14	Annapolis, N.S., 1870	Tug, Annapolis, N.S.

STEAMBOAT ENGINEERS.—Examinations and Renewals during the Quarter ending 31st March, 1870, their Class and Place of Residence, the Year of their First Examination, and the Number of their Renewals, the Name of the Steamer, Last Employ, by Whom Examined, the Date of the Certificate, and Amount of Fee.

NAME OF ENGINEER.	Class of Engineer.	Class of Assistant.	Year of Examination.	Number of Renewals.	Place of Residence.	Name of Steamer, Last Employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Edouard Auger		First	1869	1	Levis	The Tadoussac	Board of S. B. I.	January 1	1 00
Eliza Rousseau		First	1868	2	St. Apollinaire	Lake St. Peter	S. Risley	"	2 00
Nazaire Cayez			1869	1	St. Davie	Ferry Prince Edward	J. Sanson	"	5 00
J. H. Hurry		Third	1869	1	Kingston	Frederick East	J. Taylor	October 19	5 00
Alex. Rochefort		Second	1868	2	"	King	Board of S. B. I.	January 1	1 00
Alex. Milon		Third	1867	3	"	Nesman	"	"	2 00
Robert Macleod		Third	1867	3	"	Foré	"	"	1 00
James Fitzgerald		Second	1865	5	Cobden	Jason Guild	"	"	1 00
J. A. Pether		First	1865	5	"	"	"	"	1 00
William Milne		Third	1869	10	Kingston	Magnet	"	"	5 00
William Laroche		"	1869	New	Gamouque	Propeller Arm	"	"	5 00
John Rutledge		"	1869	"	Montreal	Rockfort	"	"	5 00
Thomas Jones		"	1869	"	Hallifax	Pianborough	T. Fessenden	April 4	5 00
J. H. Leslie		First	1869	"	"	"	"	"	5 00
William Halland		Second	1869	10	Montreal	Propeller Magnet	"	"	5 00
C. St. Michel		"	1868	3	"	John Brown	Board of S. B. I.	"	1 00
A. Gaudin		Third	1865	5	Napierville	Bytown	"	"	2 00
X. Taubony		"	1865	5	Montreal	Mt. St. Charles	"	"	1 00
J. A. Mills		"	1869	10	Levis	"	"	"	1 00
New		Third	1870	New	St. Catharines	Propeller Magnet	S. Risley	March 1	5 00
W. H. Hopkins		Third	1865	4	Pt. Perry	Anglo-American	Board of S. B. I.	"	5 00
Thomas Elliott		"	1863	7	Brookville	Fort Francis	"	"	1 00
J. Rathwell		"	1867	3	Kingston	Carleton Place	"	"	1 00
D. Magdon		"	1867	3	Reform Mills	Ellswood	"	"	1 00
Thomas Macfar		Third	1870	New	Kingston	Received by Kingston	"	"	1 00
J. H. Leffe		Second	1869	10	Montreal	Foundry	S. Risley	"	5 00
Robert Oliver		Limited	1870	New	Port Colbourne	Propeller Magnet	Board of S. B. I.	"	1 00
Nazaire Dufour		Second	1860	10	Sorel	Tag May Queen	S. Risley	"	1 00
Savant Pinaus		"	1860	10	"	Marrill	Board of S. B. I.	"	1 00
Henry St. Arnaud		Third	1867	3	"	L'Assomption	"	"	1 00
James Tonn		Second	1867	10	"	River	"	"	1 00
Charles Gifford		"	1869	10	"	Aid	"	"	1 00
Joseph Niven		"	1869	10	"	Whitehall	"	"	1 00
Assie Brulle		Third	1870	New	"	Caster	"	"	5 00
		"	1870	"	"	Berthier	N. Beaufort	"	1 00

STEAMBOAT ENGINEERS.—Examinations and Renewals during the Quarter ending 31st March, 1870, &c.—*Continued.*

NAME OF ENGINEER.	Class of Engineer.	Class of Assistant.	Year of Examination.	Number of Renewals.	Place of Residence.	Name of Steamer, Last Employ.	By whom Examined.	Date of Certificate.	Fee. \$ cts.
Walter Treloaren		Second	1870	New	Port Huron	Tug U. S. Coast	S. Risley	March 29	1 00
Philip Murphy		First	1869	1	Newburgh	"	J. Taylor	" 29	5 00
Henry Thurston		Second	1869	1	Kingston	"	"	" 29	5 00
Jesse Fridge		"	1869	"	Toronto	Norfolk	S. Risley	" 29	1 00
Peter Laurence	Limited	"	1870	New	Welland	L. N. C.	"	" 31	1 00
Michel Quinn	Second	"	1865	5	Montreal	Brantford	Board of S. B. I.	January 1	1 00

STEAMBOAT ENGINEERS.—Examinations and Renewals during the Quarter ending 30th June, 1870, &c.—*Continued.*

John Everyham	Limited	First	1869	1	Toronto	Wenona	S. Risley	April 3	1 00
John Brown	First	"	1860	10	Kingston	Sparton	Board of S. B. I.	January 1	1 00
William Hust	Limited	Second	1870	"	Bathurst	Bathurst	J. Taylor	March 26	1 00
Pierre Duise	Second	"	1830	10	St. Etienne	Pas Etale	Board of S. B. I.	April 8	7 00
William Kennedy	Third	"	1866	4	Toronto	Tug H. M. Miker	"	" 9	1 00
William D. Firth	"	Second	1870	New	Lindsay	Lady Elgin	S. Risley	" 9	1 00
Robert Fay	"	First	1869	1	Majara	City of Toronto	"	" 11	1 00
George W. Fougless	Limited	Second	1870	New	Lindsay	Woodmen	"	" 15	1 00
James McMaster	First	Third	1870	"	Cornwall	Dromedary	J. Taylor	" 15	1 00
James W. Leslie	"	"	"	"	Montreal	Bristol	Board of S. B. I.	" 22	1 00
John McKee	First	First	1870	New	Plamboro'	"	S. Risley	" 23	1 00
John M. Thomas	"	"	1869	"	Morristown	Benico	J. Taylor	January 1	5 00
James O'Reilly	"	"	1868 } Exam. 1869-70	"	Garden Island	John A. McDonald	"	April 14	5 00
David Hall	Limited	Second	1868	2	Montreal	Brantford	Board of S. B. I.	January 1	1 00
James McIntosh	"	"	1870	New	Toronto	Ocean Steamer Nevine	S. Risley	April 26	1 00
Charles Swanson	"	Third	1870	" 1	Bellevue	Duchess	"	" 30	1 00
John McNeil	"	"	1869	"	Kingston	Kingston	Board of S. B. I.	May 7	1 00
James Smith	"	"	1870	New	Cornwall	Champion	J. Taylor	April 23	1 00
John Dickson	"	"	1870	"	Kingston	Delhousie	"	" 26	1 00
John Simons	"	"	1870	"	Garden Island	Highlander	"	" 26	1 00
Thomas McClellan	Third	"	1870	"	Kingston	Davidson and Doran	S. Risley	May 14	1 00
Pierre Blette	Third	"	1864	6	Sorel	Cygne	Board of S. B. I.	" 7	1 00
W. Ledere	Second	"	1860	10	"	Victoria	"	" 7	1 00

Andrew Port	Second	1870	New	Collingwood	Rescue	S. Risley	9	1 00
Arthur Tweedell	Limited	1870	"	Quebec	Secret	J. Samson	10	1 00
Joseph Dion	Third	1870	"	Sorel	Albert	X. Befort	12	1 00
John Fortin	Third	1861	9	"	Gem	Board of S. B. I.	13	1 00
E. Rider	Second	1860	10	Toronto	New York	S. Risley	20	1 00
Fred Park	"	1870	New	"	British Gov. Service	Board of S. B. I.	22	1 00
Charles Hood	"	1869	1	"	Transit	S. Risley	1	1 00
John Spillman	Limited	1865	5	Toronto	N. P. Squire	"	June	1 00
Walter Hunter	Third	1862	1	Wallaceburg	Hero	J. Taylor	3	1 00
Edward Vance	"	1862	"	Rockville	Prince Alfred	S. Risley	10	1 00
John T. Wicker	Second	1870	New	Chatham	Mary Ward	J. Taylor	8	1 00
William Hise	"	1870	60 days	Battersea	Nile	S. Taylor	13	1 00
Alexis Robert	First	1831	9	Chatham	Clifton	Board of S. B. I.	13	1 00
William Bond	Limited	1870	60 days	Hamilton	Cornwall	S. Risley	13	1 00
Owen Kennellon	"	1870	"	Quebec	Simon Paris	J. Taylor	10	1 00
William Thorpe	"	1870	60 days	Quebec	City of Ottawa	"	23	1 00
James Smith	Second	1860	9	Quebec	Champion	Board of S. B. I.	4	1 00
Thomas Gibb	"	1867	2	"	Pass Arctic	"	4	1 00
Thomas Drysdale	"	1860	"	Lindsay	Napoleon	"	4	1 00
Park Phidian	Third	1860	9	"	Commodore	"	4	1 00
George Crandell	Third	1860	9	"	"	"	4	1 00
John Macgregor	Second	1865	4	"	Victoria	"	16	1 00
Henry O'Leary	First	1870	60 days	Sarnia	Sea Hall	S. Risley	24	1 00
John Lee	Second	1866	3	Goderich	William Seymour	Board of S. B. I.	24	1 00
Nelson Papp	"	1870	New	Amherstburg	Reeve	S. Risley	6	1 00
Henry Mason	Third	1870	"	Chatham	Mary Ward	"	5	1 00
David Rife	"	1866	4	"	Bella Taylor	Board of S. B. I.	5	1 00
William Batchelor	"	1866	"	"	Hamilton	"	5	2 00

STANDARD EXAMINERS.—Examinations and Renewals during the Quarter ending 30th September, 1870, &c.—Continued.

Edward Knish	Third	1870	60 days	Port Colborne	None	S. Risley	July	1 00
Alex. M. Arthur	"	1870	New	Glenary	J. Taylor	J. Taylor	June	1 00
Charles Thayer	Third	1870	3	Bellefleur	Bruce	Board of S. B. I.	January	2 00
John McDonald	"	1870	New	Williamstown	Adolphus	J. Taylor	June	1 00
James Hunter	First	1863	8	Sard	Not employed	Board of S. B. I.	January	1 00
Albert Chambers	Second	1870	New	Beancour	St. Anns	N. Befort	May	1 00
Aram Bonville	First	1870	"	Sard	Herbier	"	17	1 00
Isaac Fuller	First	1870	2	Prescott	Alyssian	Board of S. B. I.	July	1 00
John Fineman	"	1870	New	Goderich	In California	S. Risley	12	1 00
James C. Healy	"	1870	"	Cornwall	City of London	J. Taylor	9	1 00
Joseph Keys	Third	1870	"	New Brunswick	Prince of Wales	W. M. Smith	June	1 00
Thomas Macfie	Second	1870	"	"	Rothsay Castle	"	17	1 00
S. J. Wilson	"	1870	"	"	"	"	"	1 00

NAME OF ENGINEER.	Class of Engineer.	Class of Assistant.	Year of Examination.	Number of Renewals.	Place of Residence.	Name of Steamer Last Employ.	By whom Examined.	Date of Examined.	Fees.
J. A. Lyons	Second	Second	1870 { 60 dys	New	New Brunswick.	H. Nalse	W. M. Smith	June 14	1 00
A. B. Allen	"	"	"	"	"	Telegraph	"	" 22	1 00
J. J. Wright	"	"	1870	"	Toronto	Pilot, England	S. Risley	" 20	1 00
J. H. Hungerford	First	First	1870	"	"	"	"	July 28	1 00
J. Flanagan	Second	"	1865	2	"	Minnie Hall	Board of S. B. I.	July 28	1 00
M. McPherson	Limited	Third	1862	8	Collingwood	S. Risley	"	" 30	1 00
Francis Young	"	"	1870	New	Owen Sound	Francis Smith	"	" 30	1 00
<i>St. John, New Brunswick, 2nd September, 1870.</i>									
John Carriek	Second	Second	1869	3	St. John	Tug Sunbury	Board of S. B. I.	September 2	1 00
Herman Allan	"	"	1870	New	"	Tug Tiger	"	" 2	5 00
Alex. McMurray	Second	"	1869	2	"	Pass. Oliver	"	" 2	1 00
Charles Cox	"	"	1869	2	"	Pass. Pavn	"	" 2	1 00
Alex. Eddy	"	"	1869	2	"	May Queen	"	" 2	1 00
William Pratt	First	First	1869	2	"	Hiram Perry	"	" 2	1 00
M. McAlister	First	"	1869	2	"	Lady Colbrook	"	" 2	1 00
John Porter	Second	"	1869	2	"	Tug Lincoln	"	" 2	1 00
Alex. Wilson	First	"	1869	2	"	Emperor	"	" 2	1 00
John Ross	"	"	1869	2	"	City of St. John	"	" 2	1 00
Alonzo B. Allen	Second	Second	1870	New	"	Telegraph	W. M. Smith	" 2	1 00
James B. Sinclair	First	"	1869	2	"	Rothsay	Board of S. B. I.	" 3	1 00
Sinclair	Second	"	1869	2	"	"	"	" 3	1 00
David Mays	First	First	1869	2	"	Ada G	"	" 3	1 00
H. E. Tupley	Second	"	1869	2	"	Tug Spec	"	" 3	1 00
George Haddow	"	"	1868	2	"	" Busy Bee	"	" 3	1 00
Robert McEwan	"	"	1869	2	"	" Victor	"	" 3	1 00
Alex. Wilson, jun.	First	"	1870	New	"	" Alida	"	" 3	1 00
Hugh McAfee	Second	Second	1869	2	"	" Lion	"	" 3	1 00
A. Close	First	First	1868	2	"	" Daisy	"	" 3	1 00
John Ritalack	"	"	1870	New	"	" Empress	"	" 3	1 00
J. A. Lyons	Second	Second	1870	"	"	" T. Valse	"	" 3	1 00
David McHane	Second	"	1868	2	"	" Onongondy	"	" 3	1 00
Henry A. Hathaway	First	"	1868	2	"	" Empress	"	" 3	1 00
Robert Porter	Second	"	1868	2	"	" David Weston	"	" 3	1 00

Martin Knowlin	First	1870	New	Frederickton	Ann Augusta	5 1 00
E. McAllister	Second	1868	2	St. John	Lady Colbrook	5 1 00
John Welsh	"	1868	2	"	Tug Dot	5 1 00
John Knox	"	1868	2	"	Sultan	5 1 00
William Robson	Third	1869	1	"	Relief	5 1 00

Frederickton, 6th September, 1870.

John Christie	Second	1868	2	Frederickton	Gazelle	Board of S. B. I. September	6 1 00
James Matthews	"	1868	2	"	Ida Whiter	"	6 1 00
William Elliott	First	1868	2	"	Highlander	"	6 1 00
P. Stevenson	"	1869	2	"	Olive	"	6 1 00
William Atkinson	Third	1869	1	"	Marysville	"	6 1 00
J. H. Gill	First	1868	2	"	New Dominion	"	6 1 00
Justus Gill	Third	1868	2	"	"	"	6 1 00
J. Austin Gill	"	1868	2	"	42 A	"	6 1 00
James Turner	First	1868	2	Shediac	St. Lawrence	"	2 1 00
John Bradbury	First	1870	New	"	"	"	2 5 00

Pictou, 8th September, 1870.

James Webster	Second	1868	2	Pictou	Dragon	Board of S. B. I. September	8 1 00
John Cumming	"	1868	2	"	Prince of Wales	"	8 1 00
William F'rail	Third	1868	2	"	Tiger	"	8 1 00
John Anderson	Third	1869	2	"	"	"	8 1 00
Robert Russell	"	1869	2	"	East Riding	"	8 1 00
William Sweeton	Second	1868	2	"	May Flower	"	8 1 00
August McDonald	Second	1869	1	"	Plato	"	8 1 00
Alex. McDonald	Third	1870	New	"	Marine Railway	"	9 5 00
X. Cumming	Second	1868	2	St. John	"	"	6 1 00

Halifax, 12th September, 1870.

William Norton	Third	1868	2	Halifax	"	Board of S. B. I. September	12 1 00
George Webber	"	1868	2	"	"	"	12 1 00
William Pearce	"	1868	2	"	"	"	12 1 00
A. Pearce	Second	1868	2	"	"	"	12 1 00
Duncan Gunn	First	1868	2	"	M. A. Starr	"	12 1 00
J. G. Gossip	First	1868	2	"	"	"	12 1 00
A. Ritchie	"	1868	2	"	H. Hooset	"	12 1 00

Toronto.

Richard Rankin	"	1870	New	Dresden	J. S. Noyes	S. Risley	20 1 00
J. E. Healey	"	1870	"	Goderich	William Seymour	"	30 1 00
F. Finche	Limited	1870	"	Michigan	Mary Ward	"	October 17
T. McAfreay	Second	1868	2	Ogdensburg	Athenian	Board of S. B. I. January 1	2 00

STEAMBOAT ENGINEERS.—Examinations and Renewals during the Quarter ending 30th September, 1870, &c.—*Continued.*

NAME OF ENGINEER.	Class of Engineer.	Class of Assistant.	Year of Examination.	Number of Renewals.	Place of Residence.	Name of Steamer Last Employed.	By whom Examined.	Date of Certificate.	Fees.
J. Kays	Second	Third	1870	New	Cornwall	City of London	J. Taylor	July 9	\$ cts. 1 00
John Howard			1868	2	Sackett's Harbor	Abyssinian	Board of S. B. I.	January 1	2 00
Joseph Dimmers		Third	1870	New	Sorel	Monitor	J. Taylor	August 4	1 00
John Simmons		"	1870	1	G. Island	John A. McDonald	"	April 20	1 00
William Hurst		Second	1870	2	Barrfield	Nile	"	March 30	1 00

STEAMBOAT ENGINEERS.—Examinations and Renewals during the Quarter ending 31st December, 1870, &c.—*Continued.*

A. McArthur	Third	1870	1	G. Island	Hercules	J. Taylor	June 10	1 00
J. H. Dixon	"	1870	2	"	Wellington	"	April 26	1 00
John Simmons	"	1870	2	"	John A. McDonald	"	"	1 00
John J. Purcell	Second	1870	None	Elgin	Frances	"	September 2	1 00
John McDonald	"	1870	1	Williamstown	Adolphus	"	June 20	1 00
Owen Kendallion	"	1870	1	Quebec	Simon Davis	"	" 13	1 00

Kingston, 1st November, 1870.

John P. Purcell	Second	1870	2nd Ex.	South Crawley	Frances	Board of S. B. I.	November 1	5 00
Daniel Mayden	Third	1867	4	Bedford Mills	Elswood	"	"	1 00
Henry Purvis	"	1868	3	Kingston	N. T. Robb	"	"	1 00
F. Therrault	Second	1866	5	Garden Island	City of Hamilton	"	"	1 00
James Hickey	"	1862	9	"	William	"	"	1 00
J. Johnston	Third	1866	5	"	Hiram Calvin	"	"	1 00
James Gillie	Third	1859	2	"	City of Hamilton	"	"	1 00
Olivier Prieur	Second	1868	3	"	J. A. McDonald	"	"	1 00
Thomas O'Reilly	Third	1865	6	"	Elswood	"	"	1 00
Peter McNamee	Limited	For	New	Pertli	Charge in the Shop	"	"	5 00
William Johnston	Second	1871	7	Garden Island	Robert Anglin	"	"	1 00
Thomas Corrigan	Third	1864	4	Ottawa	Wakertown	"	"	1 00
Alex. M'bee	Second	1867	9	Kingston	Wellington	"	"	1 00
James O'Reilly	Third	1862	4	Garden Island	Elevator	"	"	8 00
Peter Murphy	Promoted	1863	3	Kingston	Ellen Jeffers	"	"	6 00
Charles Dawson	Second	1867	4	Belleville	"	"	"	1 00

David Donnelly.....	1863	8	Kingston.....	Pierpont.....	1	1 00
William Hurd.....	1870	1	"	Tug Nile.....	1	6 00
James Quinsey.....	1865	5	"	Tug Clyde.....	1	1 00
George Henderson.....	1869	2	"	"	1	3 00
William Derry.....	1870	New	"	Tug Rattlesman.....	1	5 00
John Keenan.....	1872	9	Pallsville.....	Ellen Rechar.....	1	1 00
James Murray.....	1863	3	Garden Island.....	Henrich.....	1	1 00
William Kelley.....	1863	New	"	William.....	1	1 00
E. Jean H. Dickson.....	1870	6	Chateaugay.....	Wellington.....	1	6 00
Thomas McGee.....	1865	11	Montreal.....	Jessie Abbey.....	1	1 00
J. W. Lealie.....	1864	7	North Angusta.....	Propeller Magnet.....	1	1 00
William Finnegan.....	1865	6	Montreal.....	Kingston.....	1	1 00
Maurice Payette.....	1869	1	Kingston.....	No Boat.....	1	1 00
Thomas Farnham.....	1860	11	"	Banshee.....	1	1 00
S. Sullivan.....	1868	3	"	Quail.....	1	3 00
William I. Robinson.....	1867	4	"	Mill.....	1	1 00
Alex. Rochefort.....	1863	5	"	Bay of Quinte.....	1	1 00
Robert McDevide.....	1863	3	"	Chaify Elevator.....	1	1 00
William Sullivan.....	1863	3	"	Propeller St. Lawrence.....	1	2 00
George Eames.....	1863	10	"	Gunboat Rescue.....	1	1 00
James Barry.....	1870	New	"	Prince Edward.....	1	3 00
Duncan McFarlane.....	1869	5	Belleville.....	John Greenway.....	1	1 00
J. G. Cormier.....	1868	3	Kingston.....	Carlyle pro tem.....	1	1 00
John McEneaney.....	1870	New	"	Bay of Quinte.....	1	1 00
William E. Swales.....	1863	8	Dundas.....	Rochester.....	1	1 00
John Booth.....	1869	10	"	Carlyle.....	1	1 00
John Doran.....	1865	6	Kingston.....	Elevator.....	1	1 00
James Gallisau.....	1869	1	"	H. M. Mixer.....	1	1 00
Isaac Jansson.....	1865	6	"	Rose.....	1	1 00
Laurence O'Brien.....	1866	5	"	Clyde.....	1	5 00
H. Robertson.....	1869	2	"	Pierpoint.....	1	5 00
John Arnold.....	1870	New	Brockville.....	No boat.....	1	1 00
Edward York.....	1870	New	Cornwall.....	Highlander.....	1	6 00
Joseph Key.....	1862	9	Garden Island.....	"	3	1 00
Thomas Smith.....	1870	New	Kingston.....	Elevator.....	3	5 00
Patrick Power.....	1869	1	"	Robinson's Mill.....	3	1 00
Jacob Matthews.....	1869	2	Newbury.....	Nile.....	3	1 00
Philip Murphy.....	1869	1	Kingston.....	Propeller Swan.....	3	1 00
Patrick Flanagan.....	1868	2	"	Hercules.....	3	5 00
John Hazell.....	1870	New	Garden Island.....	J. A. McDonald.....	3	6 00
John Simmons.....	1870	New	Kingston.....	None.....	3	5 00
William Plum.....	1864	7	"	"	3	1 00
William Milne.....	1864	7	"	"	3	1 00
Montreal.						
G. W. Pangoon.....	1864	1	Three Rivers.....	Salaberry.....	4	1 00
James Ouellet.....	1860	1	Chateaugay.....	Rechelet.....	4	1 00
Samuel Ouellet.....	1862	1	"	Corinthian.....	4	1 00
Thomas Wadsworth.....	1862	1	Hamburg.....	"	4	2 00

NAME OF ENGINEER.	Class of Engineer.	Class of Assistant.	Year of Examination.	Number of Renewals.	Place of Residence.	Name of Steamer Last Employ.	By Whom Examined.	Date of Certificate.	Fees.
William Fréchette	First.	First.	1868	3	Quebec.	Castor	Board of S. B. I.	November 4.	\$ cts. 5 00
Pierre St. Michel	"	"	1870	New	Sorel.	McCarthy Mills.	"	"	4. 1 00
J. Arcand	"	"	1869	2	"	Quebec.	"	"	4. 1 00
Antoine St. Pierre.	Second	Second	1870	New	Three Rivers.	Monash.	"	"	4. 5 00
Peter Laberge.	Third.	Third.	1870	New	St. Athanas.	Lawrence	"	"	4. 5 00
Louis Savariat.	Second	Second	1868	2	Longueuil.	Delisle	"	"	4. 2 00
Felix St. Martin.	Third.	Third.	1870	New	Sorel.	Messenger	"	"	4. 5 00
Ernest Casongway	"	"	1870	New	St. Pierre de Beq	Relief	"	"	4. 5 00
Simon Theriault.	Third.	"	1870	New	Point Lewis	McKenzie	"	"	4. 1 00
Pierre Leblanc.	First.	First.	1868	11	St. Gregoire	St. Paul	"	"	5. 1 00
Servant Dumas.	Second.	"	1869	11	Sorel.	L'Assomption	"	"	5. 1 00
Michel Leclerc.	"	"	1869	11	"	Berthier	"	"	5. 1 00
Raphael Lussier	"	"	1860	11	"	Fire Fly	"	"	5. 1 00
Thos. Matthews.	"	"	1860	11	"	No employ	"	"	5. 1 00
Mathias Ducas.	"	"	1860	11	"	Tug Star.	"	"	5. 1 00
Narcisse Latou	"	"	1864	7	"	Tug William.	"	"	5. 1 00
Isaac Gendron	Third	"	1860	11	"	Pass Notre Dame.	"	"	5. 1 00
Jean Martre	Second	"	1867	4	"	" Canada.	"	"	5. 1 00
Raphael Therrier.	"	"	1860	11	"	Tug Messenger.	"	"	5. 1 00
Pierre Lacroix.	Third.	"	1860	11	Three Rivers.	" Hercules	"	"	5. 1 00
Antoine St. Martin.	Second.	"	1865	6	Sorel.	No boat.	"	"	5. 1 00
Pierre Ellenbury	Third.	"	1865	5	"	Mill.	"	"	5. 1 00
Pierre McLotte	"	"	1865	5	"	Tug King Bird.	"	"	5. 1 00
Wm. Leclair.	"	"	1866	11	"	Pass Rivière du Loup	"	"	5. 1 00
Louis Riendeau	"	"	1865	6	"	Tug Castor.	"	"	5. 1 00
Edouard Denis.	"	"	1864	7	"	"	"	"	5. 1 00
Noel Baquette.	"	"	1866	5	"	" Hope	"	"	5. 1 00
Francis Lacroix	"	"	1867	4	"	" Mark.	"	"	5. 1 00
Henry Brulle.	"	"	1860	11	"	" Monash.	"	"	5. 1 00
Wm. Thorpe.	"	"	1869	2	"	" Whitehall	"	"	5. 1 00
Leon Rivet.	Second.	First.	1870	New	Ottawa.	City of Ottawa.	"	"	5. 8 00
Edouard Marchand	Second.	"	1860	11	Montreal.	No boat.	"	"	5. 3 00
Olivier Lamothe	Third.	"	1864	7	Kingston.	City of Ottawa.	"	"	5. 1 00
John Fincan	"	"	1864	7	Three Rivers.	Tug Excelsior.	"	"	5. 1 00
Michel Shadley.	"	"	1868	2	Prescott.	Abyssinian.	"	"	5. 5 00
Charles Gendron.	First.	First.	1870	New	Montreal.	Dredge	"	"	5. 5 00
Jerome Payette.	Second.	"	1868	11	Sorel.	Carillon.	"	"	5. 5 00
			1860	11	Montreal.	La Prairie.	"	"	5. 1 00

Third.	Third.	Third.	Third.	1866	7 New	Lachine.	Spartan.	1 00
Alon. T. Fisher.	"	"	"	1870	New	Chatham.	Mary Ward.	5 00
J. G. Winter.	"	"	"	1870	"	Sorel.	Montreal.	5 00
Michel St. Pierre.	Third.	"	"	1870	"	Montreal.	Cariboo.	5 00
Steven Eschmeller.	"	"	"	1864	7	Sorel.	L'Etale.	5 00
Placide Robert.	"	"	"	1860	11	"	Berthier.	5 00
Louis Lacumbe.	"	"	"	1860	11	"	Fug Montreal.	5 00
Adm. Martin.	"	"	"	1860	11	Three Rivers.	Ferry Ellen.	5 00
Louis Lacroix.	"	"	"	1860	7	"	Three Rivers.	5 00
Franc. Allard.	"	"	"	1864	6	"	"	5 00
Alexis Ducharme.	"	"	"	1863	5	"	No boat.	5 00
Louis Arsin, fils.	"	"	"	1865	11	"	Richelieu.	5 00
Louis Arsin, pere.	"	"	"	1860	2	"	The Star.	5 00
A. Thibault.	"	"	"	1863	6	"	Champion.	5 00
Pierre Tremblay.	"	"	"	1865	1	"	Three Rivers.	5 00
A. Chabouneau.	Second.	"	"	1860	11	Kingson.	St. Helen.	5 00
James Murray.	"	"	"	1860	11	Montreal.	Fug Minx.	5 00
Ellie. Thompson.	"	"	"	1860	11	St. Andrews.	Pessey.	5 00
J. H. Leslie.	"	"	"	1860	11	Sorel.	Fug Canada.	5 00
A. McNeill.	"	"	"	1865	8	"	None.	5 00
Jn. Burgess.	First.	"	"	1860	11	Sorel.	Metac.	5 00
J. McNeill.	Third.	"	"	1865	6	"	St. Helen.	5 00
A. Blondin.	"	"	"	1861	10	Montreal.	Fug Minx.	5 00
Gaspar La Doueur.	First.	"	"	1870	New	St. Andrews.	Pessey.	5 00
F. Chappelaine.	Second.	"	"	1860	11	Sorel.	Fug Canada.	5 00
J. H. Ewart.	Third.	"	"	1870	New	Montreal.	None.	5 00
Julius M.	"	"	"	1866	5	Three Rivers.	British America.	5 00
Alfred Gallagher.	Third.	"	"	1870	New	Sorel.	British America.	5 00
Francis Chabouneau.	Second.	"	"	1866	2	"	British America.	5 00
Joseph Louis.	First.	"	"	1866	2	"	British America.	5 00
Edward Francour.	"	"	"	1866	2	"	British America.	5 00
Francis Roy.	"	"	"	1866	2	"	British America.	5 00
Moise Roy.	Second.	"	"	1860	11	Lachine.	Prince of Wales.	5 00
Edmond Roy.	"	"	"	1860	11	Three Rivers.	Prince of Wales.	5 00
William Black.	Third.	"	"	1870	New	Montreal.	Aurora.	5 00
Edward Gresham.	"	"	"	1869	Ex.	"	Albion.	5 00
Francis Gendron.	Third.	"	"	1870	New	"	No boat.	5 00
Thomas Ryan.	Second.	"	"	1860	11	"	Passport.	5 00
Michael Gray.	"	"	"	1860	11	Sorel.	Capitoul.	5 00
Augustin Lafliche.	"	"	"	1860	11	Montreal.	Prince of Wales.	5 00
J. B. Matte.	Third.	"	"	1860	11	Sorel.	Montreal.	5 00
Charles Matte.	Second.	"	"	1860	11	"	Terrebonne.	5 00
Peter Dunn.	First.	"	"	1863	6	"	Quebec.	5 00
X. Jean Marie.	"	"	"	1863	11	"	Whitehall.	5 00
Joseph Denis.	Second.	"	"	1863	8	"	Montreal.	5 00
Solde Farrier.	First.	"	"	1864	2	"	Montreal.	5 00
Alfred Giguac.	Third.	"	"	1867	7	"	Montreal.	5 00
X. Chabouneau.	"	"	"	1867	11	"	Montreal.	5 00
Francis Pothé.	Second.	"	"	1867	4	"	Montreal.	5 00
Geossein Langlois.	Third.	"	"	1868	11	"	Montreal.	5 00
George C. Krichie.	"	"	"	1865	3	"	Quebec.	5 00
Henri St. Arnaud.	"	"	"	1866	6	Montreal.	Mullin's Mill.	5 00
"	"	"	"	1866	6	Prescott.	Saw Mill.	5 00
"	"	"	"	1867	4	Sorel.	Mac.	5 00

STEAMBOAT ENGINEERS.—Examinations and Renewals during the Quarter ending 31st December, 1870, &c.—Continued.

NAME OF ENGINEER.	Class of Engineer.	Class of Assistant.	Year of Examination.	Number of Renewals.	Place of Residence.	Name of Steamer Last Employ.	By whom examined.	Date of Certificate.	Fees.
Quebec, 9th November, 1870.									
Victor Charland .....	.....	Second	1870	2 Ex.	St. Jean Deschail- lons	Cycle	Board of S. B. I.	November 9.	5 00
Zosime Gingras .....	.....	Third	1870	New	Champlain	Angleses	"	"	5 00
J'n. Ball	Third .....	.....	1868	2 Ex.	Quebec	Pollin Dolphin	"	"	5 00
Pierre Audet .....	" .....	.....	1860	11	Point Levi	Tug Mass	"	"	9 1 00
J. Lapointe .....	.....	First	1868	3	"	"	"	"	9 1 00
J'n. Bolduc	Limited	First	1868	3	"	Tug Powerful	"	"	9 1 00
Edward Mary	First .....	.....	1868	9	"	"	"	"	9 1 00
Napoleon Ouellet .....	.....	First	1868	2 Ex.	St. Croix	" Arctic	"	"	9 1 00
Mazene Lamotte .....	.....	Second	1869	1	St. Antoine	" M. Stevenson	"	"	5 00
Levis Dennis .....	.....	.....	1868	3	St. Appolinaire	" St. Roche	"	"	9 1 00
Jean Samson .....	.....	Third	1870	New	Point Levi	" Maid D'Orleans	"	"	9 1 00
Isaie Lemaie	Third .....	.....	1866	5	Lobiniere	" Rambler	"	"	9 1 00
Michel Fortier	Tugs, limited .....	.....	1869	1	"	Passenger Eugenie	"	"	9 1 00
Elicie Rousseau	Third	Second	1860	11	Point Levi	Armada	"	"	9 1 00
Toussaint Theriault .....	" .....	.....	1867	4	"	Point Louis	"	"	9 1 00
Mathias Lemaie .....	.....	.....	1866	11	St. Antoine	St. Antoine	"	"	9 1 00
Oliver Langlois	Tugs, limited	Second	1869	1	Point Levi	Tug Fairy	"	"	9 1 00
Joseph Lapointe	Second .....	.....	1860	11	Port Neuf	Passenger Express	"	"	9 1 00
Joseph Gayen .....	.....	.....	1860	11	St. Francois	Port Neuf	"	"	9 1 00
Francois Thivierge	Third .....	.....	1868	3	Bienville	Notre Dame	"	"	9 1 00
Francois Lahay	Second .....	.....	1860	11	Point Louis	Passenger Powerful	"	"	9 1 00
Alfred Roy .....	.....	First	1869	1	St. Appolinaire	Tug Providence	"	"	9 1 00
Elizee Rousseau .....	.....	" .....	1868	3	Point Levi	Saw Mill	"	"	9 1 00
B. Fitcham	First .....	.....	1869	11	Point Levi	M. Stevenson	"	"	9 1 00
Ubaldo Lamotte	Third .....	.....	1866	4	St. Antoine	Tug St. Roch	"	"	9 1 00
C. Pedenbury	"	Second	1860	11	Point Levi	Passenger Queen	"	"	9 1 00
Louis Moreau .....	.....	.....	1870	2	"	Tug Mass	"	"	9 1 00
Honore Dusere	Second .....	.....	1860	11	Champlain	" Magnet	"	"	9 1 00
Zephirin Amelin .....	.....	Third	1869	New	St. Croix	" McKenzie	"	"	9 1 00
Octave Lamotte .....	.....	.....	1871	"	Point Levi	" St. George	"	"	5 00
Ferdinand Dennis .....	.....	" .....	1871	"	Port Neuf	" Levis	"	"	9 1 00
X. Garneau .....	.....	" .....	1869	11	St. Antoine	Mary	"	"	9 1 00
Simeon Delisle	Third	1860	11	Point Levi	Lothiniere	"	"	9 1 00
Urban Lacroix	Second	1860	11	"	Tiger	"	"	9 1 00
	"	1860	11	"	Point Levis	"	"	9 1 00

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First	1870	Montreal	Mary Ann	Thos. Fessenden	April 30	3 00
John Smith	1870	"	Magnet	"	"	3 00
Timothy Gento	1860	Ottawa	Shirburn	Board of S. B. I.	November	14 3 00
John McNeil	1861	"	"	J. Taylor	"	14 5 00
Joseph Poirer	1870	New	Quebec	"	"	14 6 00
George McLeod	1870	"	Oak	Thos. Fessenden	"	14 3 00
Louis Ledoncur	1870	Durham	St. Andrews	"	"	14 3 00
Joachim Bellefleur	1870	"	Beauharnois	"	"	14 3 00
Narcisse Lapine	1870	"	Carillon	"	"	14 3 00
Jeffery Powers	1863	"	Queen of the Isle	"	"	14 1 00
David McLean	1863	Aylmer	Portbee	Board of S. B. I.	"	14 5 00
James Hughes	1862	Port du Fort	Allumette	"	"	15 3 00
Alfred Charbonneau	1862	"	Emerald	"	"	15 3 00
Robert Halliday	1869	Prescott	Snow Bird	"	"	15 1 00

STEAMBOAT ENGINEERS.—Examinations and Renewals during the Quarter ending 31st December, 1870, &c.—Continued.

NAME OF ENGINEER.	Class of Engineer.	Class of Assistant.	Year of Examination.	Number of Renewals.	Place of Residence.	Name of Steamer. Last employ.	By whom examined.	Date of Certificate.	Fees.
Peter Lemaire	Second	First.	1867	4	Prescott	Prescott	Board of S. B. I.	November 15.	\$ cts. 1 00
James McElroy	Third	First.	1867	4	Ottawa	Alexander	"	"	15. 1 00
Jos. Marchand	Second	Second	1867	4	Champlain	Victoria	"	"	16. 1 00
George Minische	"	Second	1862	9	Montreal	Passport	"	"	16. 1 00
James Dinegan	Third	Third	1862	11	Prescott	Ann Sisson	"	"	16. 1 00
J. B. Foster	"	Second	1860	3	Sorel	Riviere du Loup	"	"	16. 1 00
Joseph Mignette	Third	Second	1861	10	Sorel	Taylor	"	"	16. 1 00
John Fortier	"	Second	1861	9	Wellington Sqre.	No Boat	"	"	16. 1 00
Edmund Pelair	Second	Third	1865	6	Morris Bay	Artic	"	"	16. 1 00
James Sharpe	Third	Second	1870	New	Conwall	Enterprise	"	"	16. 5 00
Russell Nash	Third	Second	1870	2 Exs.	Aylmer	Ann Sisson	"	"	16. 5 00
John Smith	Third	Third	1864	7	"	Monitor	"	"	16. 1 00
A. Gould	"	"	"	"	"	"	"	"	"

Toronto, 19th November, 1870.

James H. Kelly	Third	Second	1864	7	Brockville	Ida Burton	Board of S. B. I.	November 19.	1 00
Andrew Williamson	Third	Second	1869	1	Petrolia	Henry Prince	"	"	21. 1 00
Angus Turner	Third	Third	1865	2	Collingwood	Fred. Hotchkiss	"	"	21. 2 00
Charles Ross	Third	Third	1869	1	Restrew	Snow Bird	"	"	21. 1 00
Wm. Kennedy	Third	Third	1866	5	Toronto	Magnet	"	"	22. 1 00
Walter Minelly	First	First	1860	11	Niagara	City of Toronto	"	"	22. 1 00
James McQuade	Second	Second	1864	7	Collingwood	Geo. Watson	"	"	22. 1 00

Hamilton, 23rd November, 1870.

James Reynolds	Third	First	1869	2 Exs.	Dundas	Argyle	Board of S. B. I.	November 23.	5 00
John McKee	Third	Second	1870	"	"	Tug Wales	"	"	23. 6 00
John McKee	Second	Second	1871	"	"	"	"	"	23. 5 00
Hugh Morrison	First	First	1870	1	"	Ontario	"	"	23. 1 00
Moses Blondin	Third	Second	1866	4	Lachine	Indian	"	"	23. 1 00
George White	Third	Second	1870	New	Bellevue	Chief on the Hathaway	"	"	24. 5 00
William Cunningham	Third	Third	1869	2	Hamilton	Indian	"	"	24. 5 00
Samuel Malcolmson	Third	Limited	1869	2	"	Arcadia	"	"	24. 5 00

St. Catharines, 25th November, 1870.

1862	1	Argus	Chloera	Board of S. B. I.	25	1 00
1863	8	Prescott	Oregon	"	"	1 00
1870	New	Port Stanley	Chick-kuna	S. Risley	"	25 5 00
1868	1	St. Catharines	"	"	"	25 1 00
1867	4	Port Dalhousie	Norris	"	"	25 1 00
1870	1	Belle Ewart	Emily Dunham	"	"	25 1 00
1865	6	St. Catharines	America	Board of S. B. I.	"	25 6 00
1864	7	Dunnville	W. S. Rollis	"	"	26 1 00
1870	1	Port Dalhousie	Tug J. Norris	"	"	26 1 00
1869	New	Dunnville	None	S. Risley	"	26 5 00
1867	2	Port Colbourne	Tug Minnie Battle	"	"	26 5 00
1870	4	Kingston	Captain of the Norcross	Board of S. B. I.	"	26 5 00
1863	2 Exs.	Port Robinson	Enterprise	"	"	28 1 00
1869	6	"	Minerva	S. Risley	"	28 5 00
1863	2	"	J. H. Second	Board of S. B. I.	"	28 1 00
1869	3	"	William Ross	"	"	28 1 00
1872	10	Port Wallenstein	Young Lion	"	"	28 1 00
1869	2	Port Colbourne	J. R. Norcross	"	"	28 1 00
1862	8	"	S. M. Carter	"	"	28 1 00
1863	7	"	J. Milan	"	"	28 1 00
1869	2	Port Robertson	Tug Gordon	S. Risley	"	28 1 00
1870	New	Dunnville	Philo Beuch	"	"	28 1 00
1869	2	"	Enterprise	Board of S. B. I.	"	28 5 00
1864	7	"	Dover	"	"	28 1 00
1863	1	"	W. T. Ross	"	"	28 1 00
1869	2	St. Catharines	Enterprise	S. Risley	"	28 5 00
1863	2	"	Metamora	Board of S. B. I.	"	28 5 00
1863	2	"	Shickkuna	"	"	28 1 00
1870	New	Port Robinson	Atlas	"	"	28 5 00
1868	3	St. Catharines	Atlas	S. Risley	"	28 1 00
1863	8	"	Enterprise	Board of S. B. I.	"	28 1 00
1865	6	"	Dalhousie	"	"	28 1 00
		"	Dominion	S. Risley	"	28 8 00

Windsor, 1st December, 1870.

1860	11	Windsor	Huron	Board of S. B. I.	1	1 00
1868	3	St. Catharines	Belle Taylor	"	"	1 00
1865	6	Wallaceburg	Alma Jones	"	"	1 00
1870	New	Chatham	Hamilton	"	"	1 6 00
1865	5	Dresden	J. S. Noyes	"	"	1 2 00
1870	New	Chatham	No boat	"	"	1 5 00
1860	11	Wallaceburg	Sweepsakes	"	"	2 2 00
1865	6	"	"	"	"	2 1 00
1870	2 Exs.	"	"	"	"	2 2 00
1869	New	Chatham	None	"	"	2 5 00
1863	5	Windsor	C. Western	"	"	2 1 00
1870	New	Wallaceburg	Reindeer	"	"	2 5 00

STEAMBOAT ENGINEERS.—Examinations and Renewals during the Quarter ending 31st December, 1870, &c.—*Concluded.*

NAME OF ENGINEER.	Class of Engineer.	Class of Assistant.	Year of Examination.	Number of Renewals.	Place of Residence.	Name of Steamer, Last Employ.	By whom Examined.	Date of Certificate.	Fees.
									\$ cts.
Henry Odette.....	.....	First.....	1870	New	Sarnia.....	Sea Gull.....	Board of S. B. I.	December 2...	7 00
Patrick Fitzgibbon.....	.....	Third.....	1869	1	".....	W. S. Spicer.....	"	" 2...	1 00
Robert Rully.....	.....	.....	1863	8	".....	".....	"	" 2...	1 00
J. D. McDonald.....	Limited	Second.....	1870	New	Baby Point, P. C.	J. G. Stoddart.....	S. Risley.....	" 2...	5 00
John Hammon.....	Second	.....	1867	4	Windsor.....	G. Western.....	Board of S. B. I.	" 2...	1 00
Joseph Craig.....	Third	.....	1867	4	".....	".....	"	" 2...	1 00
Joseph Park.....	"	.....	1865	4	".....	".....	"	" 2...	1 00
Thomas Head.....	Second	.....	1852	9	".....	Essex.....	"	" 2...	1 00
William D. Sydney.....	.....	Third.....	1858	2	".....	".....	"	" 2...	1 00
William Noble.....	Third	.....	1868	2 Exs.	St. Catharines.....	Elevance.....	"	" 2...	5 00
William Patchelor.....	.....	Second.....	1866	5	Chatham.....	Manitoba.....	"	" 2...	1 00
Thomas Murphy.....	Third	.....	1868	3	Kingston.....	Lill Kerr.....	"	" 2...	1 00
Isaac Lamban.....	.....	First.....	1868	2	Owen Sound.....	Champion.....	"	" 2...	1 00

STATEMENT of Tonnage Duty and Inspection Fees, on Steamboats, &c., received by the Collectors of Customs, at the undermentioned Ports, during the Year ended 30th June, 1870, as Credited in their Account for the above period.

ONTARIO.		\$	cts.	\$	cts.
Amherstburg		10	50		
Belleville		20	50		
Brockville		7	00		
Chatham		93	50		
Cobourg		58	20		
Colborne		50	20		
Cornwall		13	40		
Dundas		20	10		
Dunnville		127	20		
Goderich		12	70		
Hamilton		223	50		
Port Hope		167	41		
Kingston		1,028	10		
London		85	60		
Morrisburg		8	00		
Napanee		9	20		
Ottawa		291	20		
Owen Sound		133	80		
Pictou		43	60		
Prescott		19	60		
Itowan		26	20		
Sarnia		107	50		
St. Catherine's		286	65		
Toronto		457	56		
do per S. Risley, Chairman		1,190	00		
do S. Risley, certificates and renewals		1,243	00		
Wallaceburg		96	20		
Windsor		322	30		
				6,152	92
QUEBEC.					
Montreal		3,185	30		
Quebec		1,402	50		
Three Rivers		88	40		
				4,676	20
NEW BRUNSWICK.					
Chatham		18	40		
Fredericton		134	90		
Newcastle		16	00		
Saint John		882	00		
Saint Stephen		Nil.			
Shediac		101	60		
Woodstock		7	00		
				1,159	90
NOVA SCOTIA.					
Halifax		359	90		
Pictou		151	87		
Sydney		8	30		
Yarmouth		12	20		
				532	27
Total				\$12,521	29

STATEMENT of Expenditure, on Account of Steamboat Inspection, for the Year ended 30th June, 1870.

		\$ cts.	\$ cts.
Samuel Risley	Twelve months' Salary as Inspector, West Ontario, to 30th June, 1870	1,200 00	
W. M. Smith	Twelve months' Salary as Inspector, New Brunswick and Nova Scotia, to 30th June, 1870	1,000 00	
X. Befort	Twelve months' Salary as Inspector, Three Rivers, to 30th June, 1870	800 00	
Jos. Samson	Nine months' Salary as Inspector, Quebec, to 31st March, 1870	600 00	
Thomas Fessenden ..	Nine months' Salary as Inspector, Montreal, to 31st March, 1870	600 00	
Jos. Taylor	Nine months' Salary as Inspector, East Ontario, to 31st March, 1870	600 00	
			4,800 00
Samuel Risley	Travelling and Incidental Expenses	972 55	
W. M. Smith	do do	904 37	
X. Befort	do do	70 50	
Jos. Samson	do do	80 50	
Thos. Fessenden	do do	173 70	
Jos. Taylor	do do	176 89	
	Expenses in connection with Board of Inspectors	220 67	2,599 18
			7,399 18
	Receipts for Year ended 30th June, 1870, on account of Steamboat Inspection		12,521 29
	Receipts in excess of Expenditure		5,122 11

WILLIAM SMITH,

Deputy of Minister of Marine and Fisheries.

JOHN TILTON,

Accountant.

APPENDIX No. 10.

REPORT OF COMMISSIONER OF MONTREAL WATER POLICE, DOMINION OF CANADA.

OFFICE OF COMMISSIONER, DOMINION POLICE,

Montreal, 10th September, 1870.

William Smith, Esq.,

Deputy Minister of the Marine and Fisheries.

SIR,—In compliance with instructions contained in your letter of the 3rd instant, calling for a full Report of the operations of the Montreal River Police, and a statement of receipt and expenditure, on account of that force during the financial year, for the information of the Department, and in order to its being laid before Parliament, I have the honor to submit the following returns, showing the number of prisoners arrested, &c., and the amount of pay and contingent expenses for the fiscal year ended the 30th June, 1870.

The usual amount of routine has been performed by the River Police, but their various duties being fully set forth in the Report I had the honor to transmit last year, it is unnecessary to recapitulate; suffice it to say, that every effort has been made by that limited body to effectually conserve the valuable property continuously laying, during the season, on the large and extended wharfage, as well as discharging the numerous police duties, incidental to the shipping interests of the port.

The force, from July 18th to November the 30th, 1869, consisted of one chief constable, four sergeants, and twenty men; after which period it was reduced, in accordance with Departmental regulations, on the close of the navigation, to one chief constable, and two sergeants, and again increased, on the opening of the river, on the 19th of April, 1870, to its former number, twenty-five in all, who were sworn in under 31st Victoria, chapter 73, and so remained at the end of the fiscal year.

On reference to the returns referred to, it will appear that three hundred and eighty persons were arrested by the river police for various offences, being an increase of sixty-one over the previous year.

Two hundred and thirty individuals were afforded shelter and protection, being an increase of twenty-one over the number cared for during the same period last year. Were it not for the temporary refuge thus extended to these homeless and wandering outcasts, the result would be a great amount of suffering and sickness, and probably loss of life.

No less a number than thirty-one persons were saved from drowning in the river or canal, since my last report, and it is, with regret, to be added, that nearly an equal number (twenty-seven) lost their lives. This latter number includes persons who have been drowned some distance up the river and canal, but whose bodies have floated or been carried down by the current. In such cases, it becomes the duty of the police, as conservators of the river, to notify the coroner, and attend during the investigations held by that officer; and it is to the credit of the force that so many have been saved, when it is considered that the ground to be patrolled is over three miles in length.

No detailed account has been kept of the number of persons who have been injured by accidents on board of ships and steamers, and who had to be conveyed to the General Hospital by the police, but the number has been unusually great.

Valuable services have been rendered by the force, of which there is no record, though, in themselves, contributing largely to the public benefit. I allude to the intervention between disputing and contending parties on the brink of committing assaults,

&c., it being enforced that it is more essential to prevent a breach of the peace than to make arrests after it has been broken.

Daily assistance has to be rendered to captains of vessels or their executive officers in maintaining order on board. The searching for absent seamen is another duty devolving upon them. The deserters, when found, being taken to their respective ships.

During the present summer, seven seamen, who had deserted from their vessels at Quebec, were arrested here, and escorted back (in accordance with telegrams to that effect) and handed over to their respective captains, who pay all expenses attendant on their restoration.

It was deemed necessary, during the Fenian raid, in May last, to detail for a few days a small armed party to mount guard over the magazine at Coté St. Catharine, just without the city, where a large amount of private and public ammunition was stored.

The members of the force are frequently called upon to arrest parties who have committed offences at places bordering on the river and canal, without the city limits and beat of the local police—hence the reason for swearing the Montreal River Police under the Act referred to.

Recently a large fire broke out at St. Gabriel Lock, on the canal, consuming some thirty or forty dwellings, and a large amount of personal property and lumber. Under the direction of the chief, every possible assistance was rendered to save and protect both persons and property.

A small steamer took fire early in the summer; but it, fortunately, having been discovered in its incipency by the policeman on duty at the time, was speedily extinguished, causing but very slight damage. This was the only event of the kind.

There was received in June a communication from Hugh W. Austin, Esq., J. P., Fishery Officer, stating he had information that numbers of maskinongé, &c., &c., taken with the spear, were still brought to this city by steamers from Coteau, Cedars, and Valleyfield, as well as other places, and urgently requesting such vessels, on arriving from localities named, should be examined and the fish so marked, in due course, confiscated. Instructions were accordingly issued to add this to the other duties, and my action was at once reported to the Department.

It may not be out of place to bring to your notice the unhealthy state of the cells and guard-room of the River Police. On your last but one recent official visit to Montreal—your attention being requested thereto—you were good enough to say that the matter should have due consideration, and it is hoped some more desirable station will, at an early day, be provided by the Department.

I have but to reiterate my Report of last year as to the conduct and efficiency of the body placed under my control, and over which the Honorable the Minister of Marine and Fisheries presides.

The total amount of pay and contingent expenses, for the fiscal year, is nine thousand four hundred and twenty-three dollars and twenty-one cents, made up as follows, viz :—

Pay.....	\$7,124 70
Contingent account, (Rent, Gas, Water, &c.)	787 38
Clothing, &c.....	1,511 13
	<hr/>
	\$9,423 21

The total amount last fiscal year was ten thousand eight hundred and ninety-three dollars and thirty-two cents :—

Pay.....	\$8,793 50
Contingent account, (Rent, Fuel, Gas, Water, &c.).....	768 32
Clothing, &c.....	1,331 50
	<hr/>
	\$10,893 32

Being a reduction of one thousand four hundred and seventy dollars and eleven cents.

Fines levied are collected by the Clerk of the Peace, at the Police Court, and do not pass through my hands.

May I be permitted to convey my thanks and appreciation of the prompt action and courteous attention which has invariably been extended by you, in the many and varied transactions connected with the Department of Marine and Fisheries, and which has not only rendered the official duties devolving on me, pleasurable, but has, at the same time, materially tended to the advantage of the Public Service.

I have the honor to be, Sir,

Your very obedient servant,

CHAS. J. COURSOL,

Commissioner.

RETURN shewing the Amount of Pay and Contingent Expenses incurred by the Montreal Water Police, for the Fiscal Year ending 30th June, 1870.

MONTH.	Amount of Pay.	Contingent Account, Rent, Fuel, Gas, Water, &c.	Clothing.	Total.	REMARKS.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
July, 1869.....	883 50	145 83	.....	
August, ".....	882 50	46 91	.....	
September, ".....	901 00	47 70	1,128 50		
October, ".....	877 50	109 05	.....	
November, ".....	855 00	85 96	.....	
December, ".....	139 50	33 27	31 50		
January, 1870.....	151 90	131 28	.....	
February, ".....	137 20	22 50	.....	
March, ".....	151 90	2 95	.....	
April, ".....	415 20	13 48	.....	
May, ".....	879 50	121 11	351 13		
June, ".....	850 00	27 34	.....	
	7,124 70	787 38	1,511 13	9,423 21	

JOHN McLAUGHLIN,

Chief Constable.

Montreal, 6th September, 1870.

RETURN shewing the Number of Prisoners arrested by the Montreal Water Police, for the Fiscal Year ending 30th June, 1870.

MONTH.	REMARKS.																							
	Murder.	Assault, with intent to murder.	Attempt to commit highway robbery.	Cutting and wounding.	Assault and battery.	Assaulting and resisting the Police.	Cow stealing.	Drunk.	Drunk and disorderly.	Sailors deserting their ships.	Sailors drunk and disorderly on board ship.	Sailors refusing duty on board ship.	Larceny on wharves.	Fighting on the wharves.	Vagrancy.	Attempt to commit suicide.	Crimping seamen.	Labourers on strike, and preventing others from working.	Cruelty to animals.	Carters - furious driving.	Buying Militia clothing.	For protection.	Total.	
July, 1869					2			18	7	5			5		5	1			1				5	49
August, "	1		2	1	1	2	2	15	3	7		1	2	1		1			1				6	46
September, "							2	21	4	11	2	2	2		2		2		1				12	59
October, "			1			2		24	17	6	5	1	9	3	1		2						5	76
November, "				1	1	2		8	2	10			5		1				3				17	50
December, "	1				2			1					1										13	18
January, 1870								2															26	28
February, "					1			1					2										21	25
March, "								1					2										13	16
April, "								8															63	71
May, "					1	1		11	2	7	1	1	10		8	3	3	3		1	2		28	82
June, "					1	4		15	10	14	8	4	6	2	10					3			21	98
	1	1	3	3	12	7	4	125	45	60	16	9	44	6	27	5	5	3	6	4	2		230	618

Montreal, 6th September, 1870.

JOHN McLAUGHLIN,
Chief Constable.

APPENDIX No. 11.

REPORT OF QUEBEC RIVER POLICE, FOR YEAR ENDED 30TH JUNE, 1870.

QUEBEC, 17th November, 1870.

SIR,—I have the honor to enclose my Annual Report for the fiscal year of 1870, with a statement of the number of persons arrested by the River police force, their offence, and their nationality.

I have the honor to be, Sir,

Your most obedient servant,

R. H. RUSSELL,

Chief Constable, Quebec River Police.

WILLIAM SMITH,

Deputy of the Minister of Marine and Fisheries, Ottawa.

The Annual Report of the Quebec River Police, for the fiscal year of 1870.

QUEBEC, 17 November, 1870.

Honorable Mr. MITCHELL,

Minister of Marine and Fisheries, Ottawa.

The Quebec River Police consists of one chief constable, whose pay is \$800 per annum.

Two coxswains, \$1 40 each per day, with two six oared boats.

Twenty men, constables, at \$1 10 each per day.

One steersman, in charge of police steam yacht, \$1 40 per day.

One engineer for steam yacht, at \$50 per month.

One of the above twenty constables is regularly told off to attend in the shipping office during office hours, to keep order among seamen and crimps, and frequently the police are called in.

The steam yacht, with a crew of six constables, the steersman and engineer, is constantly on duty during the day, and performs about nine-tenths of the duties on the river. She is constantly on the look out among the shipping, and when required, they have only to make "signal for police," which is sure to bring the yacht alongside the ship.

The harbour of Quebec, from the lower ballast ground, which is below Indian Cove, to Cap Rouge, is about thirteen miles. The police yacht is seldom on duty at night. The night duty is performed by three boats, the yacht crew being then employed in one of the boats.

The steam yacht, previous to the opening of the navigation, on 1st May last, got a new screw of a large size, which increased her speed about two miles an hour, thereby adding considerably to her efficiency.

The police execute all warrants aboard ships, and along the shore on both sides of the river, and the adjoining streets and houses. They also go in search of timber and boats, or other articles lost or stolen from ships, coves, or booms, which, when found, are frequently taken back to the ship or the police dock. Four hundred and sixty-nine seamen and others have been arrested by the police during the season of navigation, one hundred

and eighty of whom were committed to gaol, and nearly all were again taken from gaol, and put on board their ships, and a number of seamen who were fined and committed by "His Honor the Recorder," were also put on board their ships.

The gaol is two miles from the river police station, and it requires a considerable number of police to convey prisoners to and from the gaol, frequently they are remanded two or three times during their trial or investigation.

The quantity of coal required for the steam yacht, 36 chaldrons, is small, when the work she goes through is taken into consideration.

The harbor master, whenever his duty requires a boat, is furnished either with the police steam yacht, or one of the six oared boats.

A statement shewing the number arrested (seamen and others), their offence and nationality, is herewith enclosed.

R. H. RUSSELL,
Chief Constable, Quebec River Police,

A list shewing the number of persons arrested by the Quebec River Police force, their offence, and nationality, during the season of navigation of the fiscal year, 1780, Seven months.

QUEBEC, 28th November, 1870.

Desertion	109
Absence without leave	122
Refusal of duty	83
Warrants for assaults	24
Assaults by captains on crew	7
Assaults by chief mates on crew	8
Captains assaulted by crew	2
Chief mates assaulted by crew	3
Drunk and fighting on board	12
Refused to proceed to sea	17
Drunk on wharves and streets	24
Thefts from ships	13
Stabbing with knife	4
Embezzlement of cargo	3
Neglecting to join ship	7
Assaulting police in execution of duty	5
Assaulting bailiff on board ship	1
Stealing timber from booms	2
Obtaining goods under false pretences	1
Throwing stones in street	4
Exposing person in street	1
Absent from Her Majesty's ship	1
Crimps and their runners loitering alongside ships in their boats	11
Harboring seamen	1
Crimps receiving seamen's effects	4
Total	469

Nationality.

England	38
Scotland	84
Ireland	147
France	21
Norway	19
Canada	10
Sweden	18
Prussia	1
Italy	1
Wales	7
Isle of Man	2
Jersey	3
Holland	3
Germany	9
Denmark	8
United States	8
Nova Scotia	6
New Brunswick	6
Portugal	1
Barbadoes	1
Jamaica	1
Finland	1
Belgium	-
Total	469

R. H. RUSSELL,

Chief Constable, Quebec River Police.

Hon. Mr. MITCHELL,

Minister of Marine and Fisheries, Ottawa.

EXPENDITURE by Department of Marine and Fisheries on Account of Montreal and Quebec Water Police, for year ended 30th June, 1870.

MONTREAL WATER POLICE.		\$ cts.	\$ cts.
1 Chief Constable, from 1st July, 1869, to 30th June, 1870, at \$2.50 per day			912 50
4 Sergeants, to 30th November, 1869, average per day, \$1.50			918 00
20 Men do do 97 cents			2,985 33
2 Men, from 1st December, 1869, to 31st March, 1870, at \$1.09 per day			265 60
2 Men, from 1st to 19th April, 1870, at \$1.20 per day			43 20
4 Sergeants and 20 Men, from 19th April, to 30th June, 1870, at \$1.08 per day			1,873 50
Supernumeraries			114 17
Total of Pay List for year			7,112 30
<i>Clothing.</i>			
McIver & Co., Caps and Covers		62 50	
H. Lavender, Pants		169 50	
H. Morgan & Co., Gloves, Linen, &c.		29 13	
G. Richardson, Stocks		15 00	
D. Brunett, Boots		75 00	
H. Lavender, Overcoats		360 00	
do Frock Coats		601 00	
D. Brunett, Boots		75 00	
McIver & Co., Caps and Covers		62 50	
H. Morgan & Co., Gloves		15 00	
George Richardson, Stocks		15 00	
3 Pairs of Pants		19 50	
3 do Boots		9 00	
3 do Gloves		3 00	
Total for Clothing			1,511
Post Office, Postages for year		18 26	
Water Tax, Montreal Water Co.		28 30	
Newspapers, 12 months' subscription		49 00	
Meals for Destitute Persons, Mary Smallman		21 39	
Rent of Station, George Barry, twelve months		360 00	
Gas Bill, Gas Co.		50 48	
Stationery and Printing, John McLaughlin		23 05	
Fuel do		97 50	
Arrears of Pay for Men, C. J. Coursol		12 40	
Contingencies, John McLaughlin		139 40	
Total			799 78
			9,423 21
QUEBEC RIVER POLICE.			
R. H. Russell, Chief Constable, 1 years salary			600 00
John Bell, Engineer, from 1st July, to 30th November, 1869, 5 months at \$50.00			250 00
23 Men, from 1st July, to 30th November, 1869, 153 days average at \$1.12			3,944 10
Arrears for 19 men, from 3rd May to 30th November, 1869, average per day, 9 cts			373 80
John Bell, Engineer, 11 days in December, 1869, at \$50.00 per month			18 33
do from 1st May, to 30th June, 1870, 2 months at \$50.00			100 00
23 Men, from 1st May to 30th June, 1870, 61 days, average \$1.10			1,556 60
J. U. Gregory, Wood		29 60	
do Cartage		4 10	
do Oils and Paint		226 45	
do Coal		22 55	
do Books		4 50	
S. J. Shaw, Hardware		30 73	
L. Gagne, Repairs to Steamer		679 85	
J. & U. Drysdale do		14 82	
G. F. Phillips do		46 90	
John Bell do		24 00	
R. Blakeston do		27 00	
Carried forward			

EXPENDITURE by Department of Marine and Fisheries, &c.—*Continued.*

QUEBEC RIVER POLICE.— <i>Continued.</i>		\$	cts.	\$	cts.
<i>Brought forward</i>					
S. Bidard, Repairs to Steamer.....		12	71		
A. Mulholland do		87	10		
R. Neil do		69	18		
G. Bisset do		54	26		
C. Vezina do		6	00		
E. Smith do		10	00		
Fullerton & Alexander, Boat		54	00		
D. Davidson, Marine Glasses		17	00		
J. M. Tardwell, Paint		18	60		
R. Blakeston, Flag		7	00		
Wm. Reynolds, Cartage Snow		8	00		
Blackeston & Co., 2 passages men		3	00		
A. Cote, Stationery		21	97		
W. Crawford & Son, Coal		88	50		
A. Hamel & Co., Flannel Shirts		115	22		
P. McDonald & Son, Paint		37	05		
R. H. Bussett, Cotton Shirts		23	00		
J. Laird, Coal		4	50		
L. Arel, Tallow		32	88		
J. Gaudry, Rope, &c.		24	64		
S. Peters, Timber		109	41		
J. Stearn, Candles and Soap		13	85		
Dion & Son, Stationery		9	35		
Trudelle & Voyer, Hardware		32	17		
O. L. Richardson, Leather		11	01		
J. Gaudry, Rope, Pitch, &c.		75	37		
J. Robertson, Boiler Flues		7	50		
W. Barbour, 12 months' salary as Consulting Engineer		40	00		
Corporation Taxes		10	00		
Crawford & Sons, Coal		22	40		
J. Andrews, Hose, &c.		23	20		
Contingencies		36	42		
Total for year ended 30th June, 1870				2,195	79
				9,038	62
RECAPITULATION.					
Total Expenditure of Water Police, Quebec.....		9,038	62		
„ „ „ Montreal		9,423	21		
				18,461	83

WILLIAM SMITH,

*Deputy of the Minister of Marine and Fisheries.*JOHN TILTON, *Accountant,*

15th December, 1870.

STATEMENT of Harbor Police Dues, collected at Quebec for the Fiscal Year ending
30th June, 1870.

RECAPITULATION.

WILLIAM SMITH,

Deputy of Minister of Marine and Fisheries.

JOHN TILTON, ,
Accountant.

APPENDIX No. 12.

REPORT OF THE SHIPPING MASTER AT THE PORT OF QUEBEC FOR THE FISCAL YEAR ENDING 30TH JUNE, 1870.

The ships which transacted business with the Shipping Office at Quebec during this financial year, numbered three hundred and seventy-seven, viz:—

British.....	273
Colonial.....	104
	377

During a part of the season of navigation, seamen were scarce, owing to many of those who arrived by the spring fleet having transferred the locality of their future occupation from the ocean to the lakes of Ontario.

As far as I can judge, the “Crimps” at the Port of Quebec must have worked very successfully, for the desertions recorded are :—

From ships registered in United Kingdom	1,276
From those registered in the Colonies	157
	1,433

Receipts of this office for the year were.....	\$2,209 00
The-expenditure was	2,051 45
	\$157 55

Which surplus was remitted to the Honorable the Receiver General, as by Act of Parliament directed.

R. B. JOHNSON,
Shipping Master.

Hon. P. MITCHELL,
Minister of Marine and Fisheries.

APPENDIX No. 13.

REPORT OF THE SHIPPING MASTER OF THE PORT OF ST. JOHN, N. B., FOR THE YEAR ENDING 30TH JUNE, 1870.

SHIPPING OFFICE, ST. JOHN, N. B., February 4th, 1871.

SIR,—I have the honor to enclose a statement of the fees collected and expenses of the shipping office at this port, for the year ending 30th June, 1870.

The number of men shipped for the year being 4,020 against 4,745 for the corresponding year, shewing a decrease for the year of 725 men.

There has been a scarcity of seamen for the year, principally for the months of April, May, and June, 1870. Fewer men and less ships having entered the port this scarcity has compelled a number of ships, registered in the United States and elsewhere, to procure their crews from Boston, U.S., which has materially reduced the fees of the office as ships are not, under existing law, constrained to reship here.

Crimping exists to a considerable extent, but neither ship-owners or agents make any effort to recover the men, their indifference having a tendency to keep wages down, while more stringent measures would induce the boarding masters to secrete the men in the country until the sailing of the ship they were taken from. This would create a scarcity, and wages would go very high, as was the case when I was appointed to the office; then "runs" were up to \$80, now they average about \$45.

Monthly wages out of the port show a decrease in wages of \$2 per month for the year.

There is a very anxious enquiry as to the time the Government intends establishing the Board of Examiners of competency, for the granting of certificates to masters and mates. There is a large number of such sailing out of this port in the West India trade, and they very often secure freights for England, and then their want of certificates occasions much inconvenience, and they cannot afford the time or expense to pass there, while they could easily manage to qualify here during the outfit and loading of their vessels,

I am, Sir, &c.,

ALLAN McLEAN,

Shipping Master.

The Hon. PETER MITCHELL,

Minister of Marine and Fisheries,

Ottawa.

STATEMENT of Fees Collected and Expenses of the Shipping Office, at the Port of
St. John, N. B., for the year ending 30th June, 1870.

						\$	cts.	\$	cts.
1869.	Fees collected for Shipping, etc., 494 men in July 1869						247 00		
	do	do	do	354	do Aug. do		177 00		
	do	do	do	296	do Sept. do		148 00		
	do	do	do	271	do Oct. do		135 50		
	do	do	do	354	do Nov. do		177 00		
	do	do	do	383	do Dec. do		191 50		
1870.	do	do	do	306	do Jan. 1870		153 00		
	do	do	do	202	do Feb. do		101 00		
	do	do	do	196	do Mar. do		98 00		
	do	do	do	277	do April do		138 50		
	do	do	do	470	do May. do		235 00		
	do	do	do	417	do June. do		208 50		
								2,010	00
	EXPENSES.								
	By paid Assistant, and Incidental Expenses.....					1,253	00		
								1,253	00
	• Net Income of Office.....							\$	757 00

ALLEN McLEAN,
Shipping Master.

SHIPPING OFFICE, ST. JOHN, N.B.

APPENDIX

No. 1—RETURN of Passages, number of Passengers and Cargoes of the Steam
veyance of Mails from Liverpool to Quebec, and from Quebec

Steamship.	Captain.	Left Liverpool.	Arrived at Quebec.	Passage.	No. of Passengers.	Freight in Tons.		Left Quebec.	Arrived at Liverpool.
						Quebec.	Montreal and West.		
				D. H. M.					
Austrian	Wylie	April 14..	April 27..	11 18 45	757	68	629	May 7..	May 17..
Prussian	Dutton	" 21..	May 3..	10 22	689	77	830	" 14..	" 24..
Nestorian	Aird	" 28..	" 9..	10 3 30	747	41	632	" 21..	" 31..
Scandinavian	Ballantine	May 5..	" 16..	9 7	938	128	1,016	" 28..	June 7..
Peruvian	Smith	" 12..	" 24..	10 11	684	34	583	June 4..	" 15..
Moravian	Brown	" 19..	" 30..	9 22 40	797	71	775	" 11..	" 21..
Austrian	Wylie	" 26..	June 6..	10 3 15	820	104	748	" 18..	" 28..
Prussian	Dutton	June 2..	" 12..	9 3 30	1,157	51	757	" 25..	July 5..
Nestorian	Aird	" 9..	" 21..	11 4	410	57	700	July 2..	" 12..
Scandinavian	Ballantine	" 16..	" 27..	10 5 10	405	77	955	" 9..	" 18..
Peruvian	Smith	" 23..	July 4..	9 14 25	389	48	847	" 16..	" 26..
*Moravian	Brown	" 30..	" 10..	9 15 50	380	69	848	" 23..	Aug. 1..
*Austrian	Wylie	July 7..	" 18..	8 21	537	58	839	" 30..	" 8..
*Prussian	Dutton	" 14..	" 25..	9 17	605	93	1,284	Aug. 6..	" 16..
*Nestorian	Aird	" 21..	" 31..	9 11 45	530	43	924	" 13..	" 22..
*Scandinavian	Ballantine	" 28..	Aug. 7..	8 15	606	94	1,490	" 20..	" 30..
*Peruvian	Smith	Aug. 4..	" 15..	9 5 57	570	35	760	" 27..	Sept. 6..
*Moravian	Brown	" 11..	" 21..	9 6 10	649	152	1,110	Sept. 3..	" 14..
*Austrian	Wylie	" 18..	" 28..	9 3 15	504	70	1,200	" 10..	" 20..
*Prussian	Dutton	" 25..	Sept. 4..	8 21	599	176	1,376	" 17..	" 27..
*Nestorian	Aird	Sept. 1..	" 11..	9 3	593	99	970	" 24..	Oct. 4..
*Scandinavian	Ballantine	" 8..	" 20..	10	542	296	1,237	Oct. 1..	" 12..
*Peruvian	Smith	" 15..	" 26..	10 11 45	472	53	827	" 8..	" 19..
*Moravian	Brown	" 22..	Oct. 3..	10	341	63	1,000	" 15..	" 26..
*Austrian	Wylie	" 29..	" 9..	9 2 45	534	70	1,254	" 22..	Nov. 1..
*Prussian	Dutton	Oct. 6..	" 16..	9 2	328	55	1,583	" 29..	" 8..
*Nestorian	Aird	" 13..	" 25..	11 9 30	281	97	1,282	Nov. 5..	" 14..
*Scandinavian	Ballantine	" 20..	Nov. 3..	12 7 50	291	156	1,676	" 12..	" 22..
*Peruvian	Smith	" 27..	" 9..	11 3 45	349	53	1,177	" 19..	" 30..
*Moravian	Brown	Nov. 3..	" 13..	8 17 45	238	94	1,250	" 26..	Dec. 6..
.....	.....	.....	.....	297 2 32	16,742	2,582	30,499	.....	.....
Average Passage Westward				9 21 41	Average Passage Eastward				

Steamers marked thus * came and proceeded by Straits of Belle Isle, others South of Newfoundland.

[illegible]

No. 2.—RETURN of Passages, number of Passengers and Cargoes of the Allan's
April 13th, 1870, till

Steamship*	Captain.	Left Glasgow.	Arrived at Quebec.	Passage.	Number of Passengers.	Freight in Tons.		Left Quebec.	Arrived at Liverpool.
						Quebec.	Canada.		
				D. R. M.					
Ottawa	Archer	April 13 ..	April 29 ..	15 18	375	263	869	May 7 ...	May 19 ...
St. David	Ritchie	" 20 ..	May 5 ...	13 22 15	224	111	788	" 15 ...	" 27 ...
St. Andrew	Wylie	" 27 ..	" 11 ...	12 22	442	47	749	" 20 ...	June 2 ...
St. Patrick	Stephen	May 4 ...	" 21 ...	15 12	411	55	592	" 27 ...	" 9 ...
Ottawa	Archer	" 25 ...	June 9 ...	13 11	638	232	796	June 16 ...	July 2 ...
St. David	Ritchie	June 1 ...	" 15 ...	11 7 20	421	79	868	" 23 ...	" 6 ...
St. Andrew	Wylie	" 8 ...	" 24 ...	15 4	466	99	626	July 2 ...	" 14 ...
St. Patrick	Stephen	" 15 ...	July 1 ...	14 7	218	32	603*	" 8 ...	" 19 ...
Ottawa	Archer	July 6 ...	" 19 ...	12 14	213	91	339	" 29 ...	Aug. 10 ...
St. David	Ritchie	" 13 ...	" 26 ...	11 15	179	44	725	Aug. 4 ...	" 16 ...
St. Andrew	Wylie	" 19 ...	Aug. 4 ...	12 8 30	115	520	863	" 12 ...	" 24 ...
St. Patrick	Stephen	" 26 ...	" 10 ...	11 16	83	71	1,071	" 18 ...	" 31 ...
Ottawa	Archer	Aug. 16 ...	" 29 ...	12 11	200	208	1,352	Sept. 8 ...	Sept. 21 ...
St. David	Ritchie	" 24 ...	Sept. 7 ...	11 23 45	116	275	1,108	" 15 ...	" 27 ...
St. Andrew	Wylie	" 31 ...	" 15 ...	12 17	151	138	840*	" 24 ...	Oct. 6 ...
St. Patrick	Stephen	Sept. 7 ...	" 23 ...	14 4	107	52	719	Oct. 1 ...	" 16 ...
Corinthian	Graham	" 14 ...	" 29 ...	14 11	108	107	967	" 8 ...	" 21 ...
Sweden	McKenzie	" 20 ...	Oct. 2 ...	12 1 30	28	27	806	" 13 ...	" 25 ...
Ottawa	Archer	" 28 ...	" 12 ...	12 8	165	103	1,101	" 22 ...	Nov. 2 ...
St. David	Ritchie	Oct. 5 ...	" 17 ...	10 14 45	74	52	1,030	" 28 ...	" 12 ...
St. Andrew	Wylie	" 12 ...	" 26 ...	13 22	68	73	1,022	Nov. 6 ...	" 18 ...
*St. Patrick	Stephen	" 20 ...	Nov. 10 ...	21	37	28	847	" 17 ...	Dec. 2 ...
*Corinthian	Graham	" 29 ...	" 11 ...	12 11 30	48	55	1,217	" 24 ...	" 8 ...
					4,878	2,332	20,398		

Steamers marked thus (*) came and proceeded by Straits

Glasgow Line, from Glasgow to Quebec, and from Quebec to Glasgow, from November 24th, 1870.

Passage.	Number of Passengers.	Barrels.		Fish's (Gallon).	Kegs Butter.	Boxes Cheese.	Sundries.	Meal.	Peas.	Provisions.	Total Barrel Bulk.	Remarks.
		Ashes.	Flour.									
D. H. M.												
12 3	21	230	2,001	31,414			2,322		1,031		11,765	
11 7 23	32	93	3,023	25,016			46	800			9,079	
12 5	8	107	2,201	30,955			7				8,883	
12 21 30	18	121	1,500	17,962			621	100	922		6,666	
13 3	31	147	892	38,914	12		1,303	60	1,866		11,446	
12 6	26	71	340	29,579	11		963	28	3,140		9,091	
11 18	34	350	1,436	21,179		269	978		2,539	7	8,568	
11 11	23	22		17,716	12	280	158		6,860		6,529	
10 18	12	166	109	27,965		626	5		11,255		10,806	
12 6 31	25	146	303	30,314	12	106			4,155		8,941	
11 17	17	471	500	28,624	213	861	161		2,303		8,781	
12 22	3	303	500	23,839	111	186			2,916		7,156	
12 20 30	20	63	2,095	36,311	360	1,150	7		1,896		11,160	
12 1 55	6	79	4,716	19,704	522	50	2		693		9,273	
12 5	14	86	1,832	27,607	308		244		692		8,736	Called at St. John's, Newfoundland, on inward voyage.
15 4	6	280	2,895	15,342	355	414	88		633		7,384	
12 1 15	14	101	3,621	23,961	878	150	988		325		10,028	
12 8 15	4		2,635	20,910	514		124				5,200	
10 13	30	69	1,525	38,542	972	249	1,780				12,146	
14 22 15	9	63	2,483	30,865			300			14	9,603	
12 8	4	59	2,817	23,356	80		1,032			22	8,728	
15 7	3	73	1,388	16,005	53		1,561			83	6,516	
14 13 40	8	68	2,257	24,350	861	314	812			27	8,701	
	360	3,199	41,060	599,394	5,214	4,640	13,798	988	41,286	153	205,186	

of Belle Isle; others South of Newfoundland.

No. 3.—RETURN of Number of Passages and Cargoes of the Steamships of the
1870, till Novem

Steamship.	Captain.	Left Liverpool.	Arrived at Quebec.	Passage.	Number of Passengers.	Freight in Tons.		Left Quebec.	Arrived at Liverpool.
						Quebec.	Mon- treal & West.		
				D. H. M.					
Germany.....	Graham	April 15.	May 1.	14 23	800	283	2,130	May 15.	May 23.
European.....	Bouchette ..	" 19.	" 5.	15 20	822	115	1,532	" 21.	June 2.
Hibernian.....	Watts	" 27.	" 9.	11 5	711	178	743	" 22.	" 1.
N. American ..	Trocks	May 10.	" 24.	13	494	74	512	June 2.	" 18.
Nova Scotian ..	Richardson ..	" 17.	" 30.	12 1	427	93	1,013	" 8.	" 20.
Germany.....	Graham	June 8.	June 21.	13 7 30	421	83	1,667	July 7.	July 19.
N. American ..	Trocks	" 22.	July 4.	10 3	403	406	231*	" 13.	" 23.
Hibernian.....	Watts	" 28.	" 12.	11 7	78	95	920*	" 21.	" 30.
* European ...	Bouchette ..	July 11.	" 25.	12 18	39	176	2,494*	Aug. 6.	Aug. 19
* N. American.	Trocks	Aug. 2.	Aug. 15.	10 5	64	138	1,115*	" 24.	Sept. 3.
* Sweden.....	McKenzie ..	" 10.	" 22.	11 18	.....	62	1,180*	" 30.	" 11.
Hibernian.....	Watts	" 10.	" 21.	10 1	138	91	1,171*	" 30.	" 10.
* European....	Bouchette ..	" 29.	Sept. 10.	11 15	46	105	2,654*	Sept. 28.	Oct. 15.
* N. American.	Trocks	Sept. 11.	" 24.	11 3	30	166	1,041*	Oct. 2.	" 14.
* Hibernian ..	Watts	" 17.	" 28.	11 1	80	78	981*	" 10.	" 21.
* Caspian.....	Scott	" 25.	Oct. 7.	11 12	46	132	1,709*	" 18.	" 29.
Norway.....	Richardson ..	Oct. 12.	Nov. 3.	20 1	.....	76	980*	Nov. 14.	Nov. 29.
* European....	Bouchette ..	" 25.	" 9.	14 22	.....	85	1,866	" 26.	Dec 14.
* N. American.	Trocks	" 29.	" 9.	11 1	30	66	930	" 22.	" 5.
					4,663	2,643	24,883		

Steamers marked thus * came and proceeded by

Allan Line, from Liverpool to Quebec, and Quebec to Liverpool, from April 15th, ber 22nd, 1870.

Passage.	Number of Passengers.	Barrels.		Bushels Grain.	Kgs Butter.	Boxes Cheese.	Sundries.	Meal.	Provisions.	Lard.	Total Barrels Bulk.	Remarks.
		Ashe.	Flour.									
D. H. M.												
10 22	.....	107	.....	39,151	.....	.....	.....	.....	.....	20,700	18,044	
11 21	.....	31	.....	39,174	.....	.....	170	.....	215	19,539	14,366	
10 5	.....	75	505	25,501	.....	.....	4	.....	64	3,023	7,578	
10 7	13	45	1,942	26,200	.....	.....	132	.....	.....	2,422	8,525	
11 4.10	.....	279	.....	50,283	.....	.....	.....	.....	.....	4,955	8,796	
12 9.30	.....	44	.....	44,783	.....	280	372	17,14	.....	2,036	21,931	
9 22	1	.....	1,600	27,882	100	.....	.....	.....	.....	2,487	8,473	
9 15.35	19	135	604	29,660	130	1,109	.....	1,102	.....	8,041	8,079	Called at St John's, New Foundland on inward voyage.
12 13.50	.....	38	100	53,792	.....	900	154	.....	.....	7,413	15,992	
10 8	.....	114	.....	32,286	.....	585	8	.....	.....	3,604	8,970	
10 6.20	4	154	2,263	23,584	.....	462	68	.....	.....	.....	7,544	
10 14	5	.....	1,816	25,664	600	.....	.....	.....	.....	2,155	8,382	do do
15 12.30	1	188	.....	33,123	.....	320	162	.....	189	19,632	11,738	
12 0.50	3	.....	1,000	10,738	364	.....	782	.....	.....	5,967	7,001	
10 22.45	1	85	706	29,496	854	779	256	.....	334	1,557	8,767	
10 6.15	1	150	506	57,969	1,231	100	107	.....	.....	3,980	15,742	
14 7	.....	.....	1,600	18,486	358	928	12	.....	.....	1,572	6,163	do do
14 16	1	42	.....	24,695	382	1,247	313	.....	.....	92	6,911	
12 17.15	.....	137	.....	37,736	1,178	1,080	77	.....	.....	225	9,041	14,015
	49	1,623	12,020	506,215	5,393	7,790	2,817	2,816	1,095	110,146	210,965	

Straits of Bell Isle; others South of Newfoundland.

No. 4.—STATEMENT of the Passengers and Cargoes carried by the Steamships and Sailing Vessels of the "Allan" lines during season of *St. Lawrence* navigation, 1870.

WESTWARD.				EASTWARD.													
Cabin.	Steerage.	Tons.	Cabin.	Steerage.	Ashes.	Flour.	Grain.	Butter.	Cheese.	Provisions.	Meal.	Deals.	Sundries.	Timber—cubic feet.	Tons War Stores.	Mill, Staves.	Barrel Capacity.
1,864	14,531	33,081	1,604	1,965	4,357	17,570	738,880	69,022	68,446	7,745	716	86,884	11,049				308,012
99	4,564	27,526	27	22	1,620	12,030	566,215	8,393	7,590	1,095	2,816	110,146	2,817				210,985
271	4,607	23,230	192	177	3,199	41,060	609,304	5,214	4,640	153	988	41,286	13,798				205,186
	583	39,024			400	33,234	638,981				932	101,133	572	397,140	319	57	226,812
2,234	24,285	122,861	1,823	2,164	10,176	103,934	2,874,380	70,629	80,876	8,993	5,472	339,449	28,236	397,140	319	57	1,080,973

APPENDIX No. 15.

THE TRINITY HOUSE, Quebec, in account with the Dominion of Canada, for the year ended 30th June, 1870.

By Expenditure during the year for Salaries, viz. :—	\$ cts.	£ cts.
Vital Tetu, Master.....	1,200 00	
J. D. Armstrong, Harbor Master.....	1,840 00	
F. Gourdeau, Senior Superintendent of Pilots.....	1,200 00	
J. Smith, Junior do do.....	1,200 00	
A. Lemoine, Treasurer.....	1,610 00	
E. B. Lindsay, Clerk.....	1,440 00	
A. Lindsay, Assistant Clerk.....	1,200 00	
B. S. Lafleur, Water Bailiff.....	750 00	
F. F. Gourdeau, Clerk to Harbor Master.....	519 92	
C. Sullivan, Assistant Clerk to do.....	255 00	
F. Cote, Extra Writer.....	58 31	
A. Martelle, Housekeeper.....	300 00	
P. Chatigny, Messenger.....	120 00	
Josh. Eden, Harbor Master, Gaspé.....	125 00	
Jas Cassidy, do Amherst.....	50 00	
Lighthouse Keepers' Salaries.....	11,242 39	
Provision Depot Keepers.....	400 00	
Gratuity to four boatmen—Services dispensed with.....	150 00	
do F. Cote do do.....	25 00	
		23,683 62
By Expenditure for Sundries, viz. :—		
Office Contingencies.....	1,539 43	
Rent and Taxes.....	511 06	
Harbor Master's office contingencies.....	139 13	
Provision depôts.....	458 97	
Erecting house for shipwrecked mariners, E. E. Anticosti Depot.....	456 47	
Buoys.....	603 00	
Beacons.....	2,595 87	
Gaspé Harbor.....	155 58	
Powder tubes, &c.....	3,293 69	
Expenses of light-ship, including repairs.....	4,663 88	
Miscellaneous.....	452 14	
Lighthouse supplies and contingencies.....	5,574 99	
Wreck <i>Preciosa</i>	2,350 07	
do <i>Glanmore</i>	271 45	
Quarantine.....	3 60	
Oil account.....	4 88	
		33,074 25
Total.....		46,759 87

WILLIAM SMITH,

Deputy of the Minister of Marine and Fisheries.

JOHN TILTON, Accountant,

15th Dec., 1870.

Dr.

The Quebec Decayed Pilot Fund in Account Current with

1870.	For the following Pensions and Reliefs paid during the year 1870:—	\$ cts.	\$ cts.
	For arrears of Pensions to 31st December, 1869.....	408 83	
	Amount of Pension List for quarter ending 31st January, 1870.....	2,451 63	
	do do do 30th April, 1870.....	2,402 92	
	do do do 31st July, 1870.....	2,464 31	
	do do do 31st October, 1870.....	2,363 48	
	Relief during the year 1870.....		10,091 17
			584 21
	<i>For the following sums paid:—</i>		
	To Paid R. Alleyn, Solicitor's account of expenses in suit <i>vs.</i> R. Casgrain	142 68	
	J. B. Proteau's tax in same suit.....	5 50	
	J. J. Foote's account for publishing in the "Morning Chronicle" the Annual Statement of the Fund.....	20 50	
	Jas. McNider & Co., $4\frac{1}{2}$ per cent. on \$620, silver sold to him on account of interest received on Road Debentures.....	27 90	
	A. Côté & Co.'s account for printing blanks and publishing Annual Statement in "Journal de Quebec".....	40 13	
	Allans, Rae & Co., poundage on ship <i>Chippawa</i> , paid at Montreal on 27th August last, and paid a second time at Quebec on 30th of same month.....	6 47	
	Treasurer's yearly allowance for a Clerk to assist in the collection and distribution of the D. P. Fund.....	440 00	
			653 13
	<i>Loans and Investments.</i>		
	La Caisse d'Economie.....	592 10	
	Wife of Michel Guénard.....	40 00	
	The Quebec City Corporation.....	\$1,017 50	
	do do.....	8,186 67	
		9,204 17	
	Balance.....		9,836 27
			3,129 01
			24,333 84

Sworn to, as being correct and true, this 16th January, 1871.

(Signed) ED. GLACKEMEYER, J. P.

Examined, balance on hand, Three thousand one hundred and thirty-nine dollars and one cent.

(Signed) VITAL TETU,
Master.

A. LeMoine, Treasurer of the Trinity House of Quebec.

CR.

	\$	cts.	\$	cts.
1870. By balance in the hands of the Treasurer on 31st December, 1869.....			3,037	03
<i>Capital and Interest received from the following, during the year 1870 :—</i>				
From Harbor Commissioners, 6 months' interest on \$1,000, to 1st July, 1869.....		30	00	
Quebec Road Trustees, 1 year's interest on £5,700, to 1st July, 1870.....	1,368	00		
A. Fournier, 1 year's interest on \$1,200, to 27th January, 1870....	72	00		
Minister and Trustees, St. Andrew's Church, 1 year's interest on \$2,000, to 18th November, 1869.....	120	00		
Estate P. Boisseau, 1 year's interest on \$2,600, to 26th January, 1870.....	156	00		
Dominion of Canada, 1 year's interest on \$16,000, to 30th September, 1870.....	984	00		
La Caisse d'Economie on account of special deposit.....	1,400	00		
Quebec City Corporation, amount of Debentures redeemed 8,600 00 Interest to 1st July, 1870.....	588	00		
			9,188	00
J. B. Turgeon, on account of his obligation.....	100	00		
Interest.....	38	00		
			118	00
F. J. Pouliot, on account of his obligation.....	200	00		
Interest.....	14	87		
			214	87
Wife of Michael Guénard, Pilot, amount of loan.....	40	00		
Interest.....	0	80		
			40	80
Charles Nolet, Pilot, amount of loan.....	40	00		
Interest.....	2	50		
			42	50
Ant. Lapointe Pilot, on account of his obligation.....	100	00		
Interest.....	12	37		
			112	37
				13,846 54
<i>Fines.</i>				
Amount received during the year 1870.....				292 00
<i>Poundage.</i>				
Amount collected during the year 1870.....				7,158 27
				24,333 84

(E. E.)

TRINITY HOUSE, QUEBEC,

31st December, 1870.

(Signed)

A. LEMOINE,

Treasurer.

STATEMENT of Monies Received and Paid by the Trinity House of Quebec,
on account of the Quebec Decayed Pilot Fund, during the year 1870.

RECEIPTS.		\$	cts.
Percentage or Contributions of Pilots.....		7,158	27
Capitals Paid in, and Interest on Loans received		13,846	54
Fines		292	00
		21,296	81
EXPENDITURE.			
Pensions		10,091	17
Relief		584	21
Loans, Investments and Sundry Payments		10,519	45
		21,194	83
PERSONS RELIEVED OUT OF THE FUND.			
Joseph Pepin, Pilot.....		48	00
D. Boulanger, ".....		8	00
Isaac Gourdeau, ".....		52	00
Alexis Roy, ".....		52	00
Louis Cinq Mars, ".....		96	00
J. Giroux, ".....		12	21
E. Rousseau, ".....		96	00
Pierre Gourdeau, ".....		52	00
F. Caron, ".....		96	00
F. Baquet Lamontage, ".....		72	00
		584	21
PENSIONERS ON THE FUND.			
<i>Infirm Pilots.</i>		\$	cts.
D'Amour, J. S.....		120	00
Lapointe, F. J.....		120	00
Asselin, L.....		96	00
Bacquet, F.....		96	00
Bainville, R.....		96	00
Boucher, A.....		96	00
Caron, J. B.....		96	00
Cumberland, A.....		96	00
Charest, P.....		96	00
Cote, F.....		96	00
Curodeau, F.....		96	00
Dion, C.....		96	00
Dumas, J.....		96	00
Fortin, C.....		96	00
Fournier, J.....		96	00
Fournier, M.....		96	00
Gaulin, J. B.....		96	00
Genest, A.....		96	00
Genest, J.....		96	00
Lachance, O.....		96	00
Lapointe, J.....		96	00
Lavoie, J.....		96	00
Lemieux, L.....		96	00
Menard, F. X.....		96	00
Nadeau, F.....		96	00
Ouellet, A.....		96	00
Paquet, P.....		96	00
Pelletier, J.....		96	00
Plante, G.....		96	00
Roy, J. L.....		96	00
Smith, M.....		96	00
St. Pierre, C.....		96	00
Vaillancourt, E.....		96	00
Vezina, C.....		96	00
Vezina, M.....		96	00
Forbes, J.....		80	00
Cote, R.....		40	00
Lapierre, Denis J.....		40	00
<i>Carried forward</i>		3,566	00

STATEMENT of Monies Received and Paid by the Trinity House of Quebec, on
account of the Quebec Decayed Pilot Fund, &c.—*Continued.*

	\$	cts.	\$	cts.
<i>Brought forward</i>				3,568 00
<i>Widows of Pilots.</i>				
Widow Adam, C. J.....	80	00		
Asselin, S. B.....	80	00		
Asselin, L.....	80	00		
Baquet, F.....	80	00		
Blanchet, L. D.....	80	00		
Bernier, G.....	80	00		
Bouchard, M.....	80	00		
Caron, G.....	80	00		
Chevalier, E.....	80	00		
Cote, Z.....	80	00		
Couillard, F.....	80	00		
Crepeau, P.....	80	00		
Curodeau, P.....	80	00		
Desrosiers, J.....	80	00		
Dick, J.....	80	00		
Dion, J.....	80	00		
Doiron, A.....	80	00		
Dumas, Chryst.....	80	00		
Dunford, T.....	80	00		
Irvine, Wm.....	80	00		
Koenig, C. F.....	80	00		
Lachance, F.....	80	00		
Langlois, J.....	80	00		
Langlois, L.....	80	00		
Langlois, P.....	80	00		
Lapointe, A.....	80	00		
Lapointe, F.....	80	00		
Laroche, J. B.....	80	00		
Lavoie, A. (L. M.).....	80	00		
Lavoie, A. (U. S.).....	80	00		
Lavoie, H.....	80	00		
Levesque, F.....	80	00		
McNeil, N.....	80	00		
Michaud, A.....	80	00		
Normand, P.....	80	00		
Ouellet, E.....	80	00		
Paquet, A.....	80	00		
Pelletier, G.....	80	00		
Petit, A.....	80	00		
Petitgrew, D.....	80	00		
Pouliot, Paul.....	80	00		
Plante, J. M.....	80	00		
Rioux, F.....	80	00		
Roy, Desjardins J.....	80	00		
Ruelle, J.....	80	00		
Simpson, F.....	80	00		
Simpson, J.....	80	00		
St. Amand, G.....	80	00		
Tremblay, L.....	80	00		
Amiot, W.....	64	00		
Blouin, P.....	64	00		
Bossinot, F.....	64	00		
Campbell, J.....	64	00		
Cote, C.....	64	00		
Desnoyers, F.....	64	00		
Desrosier, P.....	64	00		
Lachance, P. P.....	64	00		
Leclerc, F.....	64	00		
Pelletier, M.....	64	00		
Reilly, J.....	64	00		
Royer, A.....	64	00		
Turgeon, C. E.....	64	00		
Gauthier, H.....	60	00		
<i>Carried forward</i>	4,812	00		3,568 00

STATEMENT of Monies Received and Paid by the Trinity House of Quebec, on
account of the Quebec Decayed Pilot Fund, &c.—*Continued.*

		\$	cts.	\$	cts.
<i>Brought forward</i>		4,812	00	3,568	00
<i>Widows of Pilots.—Continued.</i>					
"	Ballantyne, P.	48	00		
"	Chasse, Z.	48	00		
"	Chouinard, C. W.	48	00		
"	Dandurand, J.	48	00		
"	Fortin, J.	48	00		
"	Keable, A.	48	00		
"	Morency, G.	48	00		
"	Rioux, M.	48	00		
"	Royer, F.	48	00		
"	Rouleau, P.	48	00		
"	Servant, J. B.	48	00		
"	Verrault, H.	48	00		
"	Blanchette, Z.	40	00		
"	Cavenagh, M.	40	00		
"	Caron, F.	40	00		
"	Cote, M.	40	00		
"	Fortier, A.	40	00		
"	Langlois, L.	40	00		
"	Lapierre, P.	40	00		
"	Lapointe, P.	40	00		
"	Michaud, P.	40	00		
"	McNeil, T.	40	00		
"	Plante, G.	40	00		
"	Raymond, A.	40	00		
"	Thivierge, L.	40	00		
				5,908	00
<i>Children of Pilots.</i>					
	Chasseur, Abraham (insane)	48	00		
	Child of D. Charest (David)	48	00		
"	H. Couillard (infirm)	48	00		
"	D. Charest (Gervais)	32	00		
"	Gordeau, J. (infirm)	30	00		
	Children of Petitzgrew, W., (2)	50	00		
	Child of Boutin, T. (infirm)	24	00		
	Children of Cote, A. (2)	48	00		
"	Toussaint, P. (infirm,) (2)	48	00		
	Child of Couillard	24	00		
"	Baquet, P. (infirm)	20	00		
"	Dupius, F. (infirm)	20	00		
"	Forbes, P. (infirm)	20	00		
"	Fortin, N. (infirm)	20	00		
"	Gauthier, H. (infirm)	20	00		
"	Jahan, J. (infirm)	20	00		
	Children of Lavoie, E. (5 - 3 infirm)	96	00		
	Child of Dumas, F. (infirm)	16	00		
"	Ponliot, J. (infirm)	16	00		
	Children of Turcotte, M. (infirm,) (3)	48	00		
"	Garneau, P. (5)	80	00		
	Child of Dumas, C.	12	00		
"	Pichette, D. (infirm)	12	00		
"	Pineau, B. (infirm)	12	00		
	Children of Raymond, J. (4)	40	00		
				852	00
				10,328	00

STATEMENT of Monies Received and Paid by the Trinity House of Quebec, on
account of the Quebec Decayed Pilot Fund, &c.—*Concluded.*

STATE OF THE FUND.		\$	cts.
Money Lent		57,972	02
Interest Due by divers persons.....		1,280	40
Cash in the Treasurer's hand.....		3,139	01
		62,391	43
Deduct Arrears of Pension due this day.....		246	20
		62,145	

A. LEMOINE,

Treasurer

(E.E.)

TRINITY HOUSE,

QUEBEC, 31st December, 1870.

(Examined,)

VITAL TETU,

Master.

APPENDIX No. 16.

THE TRINITY HOUSE, Montreal, in account with the Dominion of Canada, for the
year ended 30th June, 1870.

	\$ cts.	\$ cts.
By Salaries of Trinity House Officers, viz. :—		
Louis Marchand, Master	625 00	
E. D. David, Treasurer and Registrar	1,325 00	
D. Rooney, Clerk	600 00	
P. E. Cotté, Superintendent of Pilots	1,200 00	
M. Brennan, Water Bailiff	400 00	
		4,150 0
By Expenditure for sundries, viz. :—		
Salaries and contingencies of lighthouse keepers	4,209 85	
Wages and board of captain and crew of steamer <i>Richelieu</i>	2,094 45	
Coal	1,448 40	
Oil	518 30	
Printing, advertising, and stationery	229 12	
Boats and oars	116 85	
Office rent and heating office	510 00	
Office contingencies	230 46	
Wood and water in office	127 90	
Repairs to lightship and steamer <i>Richelieu</i>	577 95	
Harbor Master at Sorel, and disbursements	524 63	
Professional services	300 50	
Expenses of visiting lights	94 79	
Repairs to lighthouses, including lamps	988 15	
Painting, and oils for lighthouses	1,307 69	
Land for lighthouses	209 88	
Stores for vessels and lighthouses	677 31	
Taking depth of water in Lake St. Peter	100 00	
Buoys and beacons	1,337 07	
Expenses at Sorel, of P. E. Cotté and Joseph Monder	141 55	
Freight and cartage	75 58	
Insurance on furniture, &c.	17 25	
Insurance on steamer <i>Richelieu</i>	144 00	
Ground rent, Lavaltrie Island	30 00	
Stones for buoys and quay at Verchires	131 90	
Anchors and cedars for buoys	404 79	
Barges used in depositing buoys	166 30	
Blacksmithing on buoys	321 74	
Rent of wharf at Sorel	223 08	
Salvage on Lavaltrie lights	136 00	
Repentigny lights	109 00	
Extra storage of lights	45 00	
		17,549 49
Total		21,699 49

WM. SMITH,

Deputy of the Minister of Marine and Fisheries

JOHN TILTON, *Accountant.*

15th December, 1870.

APPENDIX No. 17.

STATEMENT of Receipts on Account of Sick Mariners Fund, for the entire Dominion, for the Fiscal Year ended 30th June, 1870.

PROVINCE OF QUEBEC.

NAME OF PORT.	Quarter ended 30th Sept., 1869.	Quarter ended 31st Dec., 1869.	Quarter ended 31st March, 1870.	Quarter ended 30th June, 1870.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Montreal	757 76	496 68	.....	620 42	1,874 76
Quebec	5,727 44	1,498 68	77 16	6,794 10	14,097 38
St. Johns	322 06	111 44	.....	851 70	1,285 20
Rimouski	134 14	40 09	.....	40 24	214 47
New Carlisle	46 72	53 24	.....	26 72	126 68
Gaspé Basin	41 88	33 84	.....	40 90	116 62
Amherst	7 42	4 78	.....	48 86	61 06
	7,037 42	2,238 65	77 16	8,422 94	17,776 17

PROVINCE OF NOVA SCOTIA.

Advocate Harbor .....	.....	.....	.....	.....	.....
Amherst	90 40	.....	.....	40 12	130 52
Annapolis	23 80	21 82	3 46	27 04	76 12
Antigonish .....	.....	.....	.....	.....	.....
Arichat	166 46	7 72	.....	27 54	201 72
Baddeck .....	.....	.....	.....	15 20	15 20
Barrington	18 24	4 26	1 10	13 00	36 60
Bear River .....	.....	.....	.....	.....	.....
Beaver River .....	.....	.....	.....	.....	.....
Belliveau Cove .....	.....	.....	.....	.....	.....
Bridgetown	2 98	.....	.....	.....	2 98
Canada Creek	18 78	.....	.....	.....	18 78
Cape Canso	23 98	.....	.....	1 08	25 06
Chester .....	.....	.....	.....	.....	.....
Cheverie .....	.....	.....	.....	.....	.....
Clementsport .....	.....	.....	.....	.....	.....
Cornwallis .....	.....	.....	.....	.....	.....
Cow Bay	440 38	33 86	6 46	87 90	568 60
Caledonia	22 26	.....	.....	.....	22 26
Digby	46 32	12 08	35 58	13 46	107 44
Five Islands .....	.....	.....	.....	.....	.....
Freeport	0 70	.....	.....	.....	0 70
Frenchross .....	.....	.....	.....	7 58	7 58
Glace Bay	5 42	.....	.....	.....	5 42
Great Bras d'Or .....	.....	.....	.....	.....	.....
Harborville .....	.....	.....	.....	.....	.....
Harbor au Bouche	1 32	.....	.....	.....	1 32
Horton .....	.....	.....	.....	.....	.....
Halifax	1,061 90	382 86	400 78	832 10	2,677 64
Isaacs Harbor .....	.....	.....	.....	.....	.....
Joggins .....	.....	.....	.....	.....	.....
Lahave .....	.....	.....	.....	.....	.....
Lingan	37 88	.....	.....	.....	37 88
Little Bras d'Or .....	.....	.....	.....	.....	.....
Little River .....	.....	.....	.....	.....	.....
Lunenburg	86 10	11 90	8 44	59 34	165 78
Liverpool	71 10	49 07	29 35	65 16	214 68
Londonderry	6 84	.....	.....	2 18	9 02

STATEMENT of Receipts on Account of Sick Mariners' Fund for the entire Dominion, &c.—Province of Nova Scotia.—*Continued.*

NAME OF PORT.	Quarter ended 30th Sept., 1869.	Quarter ended 31st Dec., 1869.	Quarter ended 31st March, 1870.	Quarter ended 30th June, 1870.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Louisburg	1 16			1 06	2 22
Mahone Bay					
Main-au-Dieu					
Maitland	14 52				14 52
Margaree					
Margaretsville					
Merrigonish					
North Sidney	190 54	46 36			236 90
Parrsboro'	20 02	6 22	2 94	16 16	45 34
Pictou	547 62	94 62		94 74	736 98
Port Acadia	15 56				15 56
Port Gilbert					
Port Hawksbury	15 28			10 68	25 96
Port Hood	1 44			7 83	9 27
Port Latour	1 64				1 64
Port Medway	13 40	17 96	12 94	21 72	66 02
Port Mulgrave	42 40	2 86	4 44		49 70
Port Richmond					
Port Williams					
Pubnico	1 58				1 58
Pugwash					
Ragged Island	9 42			7 80	17 22
Ratchford River					
Sandy Cove					
St. Am's					
St. Mary's River	3 80				3 80
Shelburne	4 16	13 44			17 60
St. Peters					
Sydney	10 88		6 68	92 12	109 68
Tangier					
Truro					
Tatamagouche					
Thorne's Cove	8 96				8 96
Tusket					
Westport	8 92				8 92
Wallace					
Walton					
Windsor	215 89	46 38	27 58	80 87	370 70
Weymouth			6 06	29 37	35 43
Yarmouth	20 26	106 38	47 24	73 02	246 90
	3,272 29	857 79	593 05	1,627 07	6,350 20

PROVINCE OF NEW BRUNSWICK.

Bathurst	63 23	36 26		49 40	148 94
Bay Verte	23 92	5 28		14 82	44 02
Buctouche					
Campbelltown					
Campobello					
Caraget	3 46				3 46
Chatham	306 68	117 84		310 96	735 48
Dalhousie	131 60	21 66		108 74	262 00
Dorchester	42 94	4 56			47 50
Fredericton					
Harvey					
Hillsborough	20 80	10 30			31 10
Moncton	3 68			2 96	6 64

STATEMENT of Receipts on Account of Sick Mariners' Fund, for the entire Dominion, &c.—Province of New Brunswick.—*Continued.*

NAME OF PORT.	Quarter ended 30th Sept., 1869.	Quarter ended 31st Dec., 1869.	Quarter ended 31st March, 1870.	Quarter ended 30th June, 1870.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	cts.
New Bandon					
Newcastle	256 68	35 64		271 96	564 28
North Joggins					
Richibucto	233 36			89 56	312 92
Rockland					
Sackville	21 42	1 30		8 26	30 98
Shediac	124 10	1 07		23 80	148 97
Shippegan	8 22	6 92		3 64	18 78
St. Andrews	58 84	31 24		12 40	102 48
St. George	55 70	27 40	6 16	45 56	134 82
St. John	1,453 96	351 74	683 80	1,696 50	4,686 00
St. Stephen	21 80	12 86	4 88	30 60	70 14
West Isles		5 04	2 04		7 08
Welchpool	25 42	6 32	2 96	56 12	90 82
	2,845 86	1,175 43	699 84	2,725 28	7,446 41

RECAPITULATION.

Province of Quebec	7,037 42	2,238 65	77 16	8,422 94	17,776 17
„ Nova Scotia	3,272 29	857 79	593 05	1,627 07	*6,350 00
„ New Brunswick	2,845 86	1,175 43	699 84	2,725 28	7,446 41
	13,155 57	4,271 87	1,370 05	12,775 29	31,572 78
*Less Conversion, and Collections in Nova Scotia					162 32
Canadian Currency					31,410 46

WILLIAM SMITH,

Deputy of the Minister of Marine and Fisheries.

JOHN TILTON,

Accountant.

APPENDIX No. 18.

STATEMENT of Expenditure on account of Sick and Disabled Seamen, and Shipwrecked and Distressed Seamen, for the Fiscal Year ended 30th June, 1870.

	cts.	\$ cts.
PROVINCE OF NEW BRUNSWICK.		
<i>Marine Hospital, St. John.</i>		
L. B. Botsford, twelve months' salary as physician	560 00	
G. H. Harding, twelve months' salary as physician of Pest House	100 00	
Rev. W. Armstrong, twelve months' salary as chaplain	100 00	
Charles Ward, twelve months' salary as secretary	400 00	
Salary of steward, twelve months	300 00	
" matron	80 00	
Board allowance for steward	73 00	
" matron	73 00	
Wages of cook, twelve months	48 00	
R. Moore, repairs, carpentering	201 00	
D. McKnight, mason work	163 10	
J. and F. Burpee, paints	24 08	
E. Fisher, timber	162 30	
H. Maxwell "	36 84	
J. Hamilton "	14 95	
H. Daffell "	15 78	
Adam Young, fire grates	39 00	
J. E. Turnbull, mill work	12 39	
James Isbister, lettering head board of sailors graves	108 00	
John Bryden, bread	110 47	
William Bonkhout, butcher	177 59	
Jardine & Co., groceries	188 02	
R. P. McGivern, coal	158 78	
Z. Davis, wood	54 00	
Thomas Davidson, milk	38 48	
John Sears, drugs	99 88	
H. Davis, labor on garden	64 00	
Water Commissioners, water tax	50 00	
M. Barnes, potatoes	60 55	
J. Isbister, painting	25 36	
C. A. Barnes, nurse	144 00	
M. Barnes, board of nurse	144 00	
Gas Company, gas bill	54 30	
P. Riley, cartage	10 80	
H. Kempson, washing	71 70	
D. McKnight and others, whitewashing, &c	43 65	
Sundry accounts	246 04	
		4,253 06
<i>Marine Hospital, Miramichi.</i>		
Salary of physician for twelve months	200 00	
Expenses on account of sick seamen	659 78	
		859 78
<i>Marine Hospital, St. Andrews.</i>		
Salary of physician, twelve months	200 00	
Expenses on account of sick seamen	498 30	
		698 30
<i>Marine Hospital Richibucto.</i>		
Repairs	145 00	
Expenses on account of sick seamen	424 79	
		569 79
Carried forward		

STATEMENT of Expenditure on Account of Sick and Disabled Seamen, and Shipwrecked and Distressed Seamen, &c.—*Continued.*

	\$	cts.	\$	cts.
<i>Brought forward</i>				
<i>Marine Hospital, Buctouche.</i>				
Expenses of sick seamen			115	50
<i>Marine Hospital, Bathurst.</i>				
Expenses of sick seamen			416	01
<i>Marine Hospital, Hillsboro'.</i>				
Expenses of sick seamen			44	35
<i>Marine Hospital, Sackville.</i>				
Expenses of sick seamen			70	00
<i>Marine Hospital, Shediac.</i>				
Expenses of sick seamen			287	30
<i>Marine Hospital, Dalhousie.</i>				
Expenses of sick seamen			45	20
<i>Marine Hospital, Harvey.</i>				
Expenses of sick seamen			142	00
<i>Marine Hospital, Hopewell.</i>				
Expenses of sick seaman			66	25
<i>Marine Hospital, Dorchester.</i>				
Expenses of sick seamen			51	50
<i>Marine Hospital, Kingston.</i>				
Expenses of sick seamen			100	00
<i>Shipwrecked and Distressed Seamen.</i>			7,720	14
George W. Smith, conveyance, subsistence, &c			162	10
			7,882	24
PROVINCE OF NOVA SCOTIA.				
Expenses of sick seamen at Halifax	2,104	27		
" " Pugwash	35	63		
" " Cape Canso	137	80		
" " Pictou	197	28		
" " Liverpool	12	25		
" " Port la Tour	14	00		
" " Cow Bay	384	07		
<i>Carried forward</i>				

STATEMENT of Expenditure on Account of Sick and Disabled Seamen, and Shipwrecked and Distressed Seamen, &c.—Continued.

	\$	cts.	\$	cts.
<i>Brought forward</i>				
Expenses of Sick Seamen at Windsor.....		7 00		
" " French Cross.....		44 30		
" " Port Hood.....		77 00		
" " Port Mulgrave.....		18 00		
" " Sydney.....		78 37		
" " Digby.....		78 98		
" " Arichat.....		66 00		
" " Canada Creek.....		98 37		
" " Port Hawkesbury.....		38 50		
" " Port Medway.....		34 50		
" " Shelburne.....		57 07		
" " Ratchford River.....		7 00		
" " Annapolis.....		116 95		
" " Pomket.....		311 50		
" " Port Hood.....		50 25		
" " Granville.....		26 50		
Conveyance of 8 men from Halifax to Barrington.....		6 00		
				4,001 59
<i>Shipwrecked and Distressed Seamen.</i>				
H. W. Johnston, conveyances, clothing, &c.....		314 30		
Messrs. Harrington, London, England, expenses incurred on account of crew of Sloop <i>Industry</i> , of Nova Scotia, wrecked in the Atlantic.....		278 42		
				592 72
				4,594 31
PROVINCE OF QUEBEC.				
John Fraser, collector, expenses of sick and disabled seamen at New Carlisle.....				435 25
J. C. Belleau, expenses of sick and disabled seamen at Gaspé.....				113 65
B. Burland, expenses of sick and disabled seamen at St. Johns.....				10 00
Montreal General Hospital, expenses of sick and disabled seamen at Montreal.....				1,107 00
J. Le Boutillier, expenses of sick and disabled seamen at Percé.....				241 74
Charles Joncas, refund of duties illegally collected under Act 31 Victoria, Cap. 64, at Quebec.....				15 90
				1,923 54
<i>Shipwrecked and Distressed Seamen.</i>				
J. C. Belleau, expenses incurred on account of crew of wrecked Schooner <i>Arrow</i> , at Gaspé.....		421 70		
J. C. Belleau, expenses incurred on account of crew of wrecked Schooner <i>Leo</i> , at Gaspé.....		128 22		
				549 92
				2,473 46
RECAPITULATION.				
Sick and disabled seamen for the Province of New Brunswick.....		7,720 14		
" " " Nova Scotia.....		4,001 59		
" " " Quebec.....		1,923 54		
				13,645 27
Shipwrecked and distressed seamen for the Province of New Brunswick.....		162 10		
" " " Nova Scotia.....		592 72		
" " " Quebec.....		549 92		
				1,304 74
				14,950 01
Total Expenditure.....				

STATEMENT of Expenditure on Account of Sick and Disabled Seamen, and Ship-
wrecked and Distressed Seamen, &c.—*Concluded.*

<i>Marine Hospital, St. Catharines.</i>		\$	cts.	\$	cts.
Paid the amount appropriated by Parliament towards the maintenance of this hospital		500	00		
					500 00

WILLIAM SMITH,
Deputy of the Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX

STATEMENT of Wrecks and Casualties of Sea-going Vessels, from 1st January,
of Marine

Name of Vessel.	Rig.	Port of Registry.	Register Tonnage.	Port sailed from, and where bound to.
Able.....	Ship.....	Norway.....	540	Quebec to Dundee.....
Almanda.....	Schooner.....	Quebec.....	98	Antigonish to Quebec.....
✓ Avon.....	„.....	Shelbourne, N. S.....	46	Rocky Harbor to Barrington, N. S....
Alexander William..	„.....	Arichat, N. S.....	166	New York to Ft. John, N. B.....
Arthur White.....	Barque.....	Cork.....	734	Cork to Quebec.....
✓ Ajax.....	Schooner.....	Yarmouth, N. S.....	53	Labrador to Yarmouth.....
Australasian.....	Ship.....	St. John, N. S.....	1,247	Not known.....
Advalorem.....	Schooner.....	.....	.....	.....
✓ Agnes Fraser.....	Brigantine.....	Pictou, N. S.....	298	Pictou to Boston.....
✓ Architect.....	Barque.....	Memel, Prussia.....	410	Quebec to Antwerp.....
Agnes M. Lovitt.....	„.....	St. John, N. B.....	176	Cardenas to New York.....
Annie Laurie.....	Schooner.....	Prince Edward Island.....	69	.....
Alexandra.....	„.....	Halifax, N. S.....	36	On a fishing voyage at Ingonish.....
Amy M.....	„.....	St. Mary, N. S.....	74	Port Gilbert to Boston.....
Alenck.....	Brigantine.....	Prince Edward Island.....	198	Charlottetown to Bristol Channel....
Adelaide.....	„.....	„.....	137	Georgetown to St. John, Newfoundland
Agenora.....	„.....	Not known.....	.....	New York to Dublin.....
Australia.....	Brig.....	Liverpool, E.....	931	Dalhousie to Liverpool.....
Afton.....	„.....	Sackville, N. B.....	164	.....
Agility.....	Schooner.....	Halifax.....	63	For Newfoundland.....
Ansel.....	Barque.....	St. John, N. B.....	119	.....
Artisan.....	„.....	„.....	436	.....
Achiever.....	Schooner.....	Halifax, N. S.....	75	.....
British Eagle.....	Schooner.....	Halifax, N. S.....	44	Not known.....
Belle Barbour.....	„.....	St. John, N. B.....	91	Gloucester to Boston.....
Brother's Pride.....	Barque.....	„.....	443	From St. John.....
Brisk.....	Brigantine.....	„.....	254	New York to Liverpool.....
Barrington.....	Schooner.....	Barrington, N. S.....	42	.....
Bella.....	„.....	St. John, N. B.....	46	.....
C. C. Horton.....	Ship.....	Yarmouth, N. S.....	775	London to Boston.....
C. W. Wright.....	Brigantine.....	Halifax, N. S.....	75	.....
C. H. Beck.....	Schooner.....	Londonderry, N. S.....	.....	Joggins to St. John.....
City of Quebec.....	Steamer.....	Quebec.....	521	Quebec to Pictou.....
Connubia.....	Barque.....	North Shields.....	368	Spain to St. Marys, N. S.....
City of Boston.....	Steamer.....	Liverpool.....	1,650	Boston to Liverpool.....
Colonist.....	Barque.....	„.....	514	Richibucto to Liverpool.....
Commodore.....	Ship.....	Aberdeen.....	562	Sunderland to Quebec.....
Cingalese.....	Barque.....	Glasgow.....	696	Greenock to Montreal.....
Cordelia.....	Brigantine.....	Yarmouth, N. S.....	100	Boston to Newcastle.....
Charlotte.....	Schooner.....	Arichat.....	118	Sydney to Halifax.....
C. T. Tompkins.....	Brigantine.....	St. John, N. B.....	180	St. John to Cienfuegos.....
Courier du Canada..	Barque.....	Quebec.....	.....	Quebec to Queenstown.....
Concert.....	Schooner.....	St. John, N. B.....	48	.....
Chebucto.....	„.....	Halifax, N. S.....	113	.....

No. 19.

1870, to 1st January, 1871, as compiled from Returns received by the Department and Fisheries.

Date of casualty.	Place where casualty happened.	Nature of casualty.	Cause of casualty.	No. of lives lost.	Amount of loss and remarks.
June 15	Off St. John, Island of Orleans.....	Collision	Not known	None.....	Partial loss, \$1,200.
July 12.....	Grosse Isle, Kamouraska	Loss of spars..	Stress of weather.	"	" \$200.
August 6.....	Off St. Ann's Harbor	Stranded	"	"	Total loss.
" 12.....	West of Seal Island.....	"	Fog whistle not known to captain	"	" \$7,000.
September 4..	In Harbor of Quebec.....	Collision	Error in judgment.	"	Partial loss, \$80.
" 4.....	Thomas Island.....	Stranded	Stress of weather.	Five.....	Total loss, \$3,200.
Not known...	At sea.....	Supposed to have foundered	"	All hands.	Total loss.
September 4..	"	"	"	"	"
" 19.....	South Light, Gut of Canoe	Stranded	Stress of weather.	None.....	Total loss, \$8,000.
" 22.....	Near Bird Rock.....	"	Danger not shown on chart.....	"	" \$16,000.
Not known...	"	"	"	"	"
September 4..	Off Cape Whittle	Water logged.	"	"	"
October 31.....	North side of Aspey Bay.	Stranded	Stress of weather.	None.....	Total loss, \$2,400.
"	Green Island	"	Error in judgment and bad look out.	"	" \$1,800.
December 4..	Little Fracadie	"	Stress of weather.	"	" \$14,000.
" 10.....	Off Low Point Lighthouse	"	"	"	" \$7,000.
"	Dublin Bay.	"	"	"	"
November 25..	Lat. 47 N. Long 23 W..	Abandoned ..	Not known.....	"	Total.
"	Chagouin	Stranded	Stress of weather.	"	Postal.
"	Commissioner Point.....	"	Dragging of anchors	"	Total.
January	"	Abandoned ..	"	"	"
February 14..	"	Stranded	"	"	"
February 24..	Cape Canoe.....	Stranded	Stress of weather.	None.....	Total loss.
October 19.....	15 miles S. of Martinicus	Filled	Heavy deck load.	"	Partial loss, \$2,560.
Not known...	Rhac.....	Stranded	"	"	"
December 27..	Cymyran	"	Stress of weather.	"	"
November 5..	Church Cove near Louis-berg.....	"	"	"	"
June 8	"	"	"	"	Total.
March 6	At sea.....	Foundered ..	Stress of weather.	"	Total, \$28,000.
January 14.....	Point Wolfe	Stranded	Stress of weather.	None.....	Total.
May 1.....	West end Green Island.	Collision	Case pending	"	Not known.
" 31.....	White Head, N. S.	Stranded	Misstayd	Two.....	Total loss, \$60,000.
"	Supposed to have foundered	ed at sea	"	None.....	Partial.
June 14.....	In port at wharf	Capsized	Sudden squall ..	All.....	Total loss.
September 4..	Harbor of Quebec	Collision	Error in judgment	None.....	Partial loss.
" 3.....	W. of Green Island River	Stranded	"	"	" \$1,200.
"	Trinity Ledge.....	"	"	"	"
September 25..	Off Green Island.....	"	By thick fog.....	"	Partial.
" 15.....	Off Bermuda.....	Water logged.	Stress of weather.	"	Total, \$5,000.
November 26..	Isle aux Coudres River	"	"	"	"
"	St. Lawrence	Stranded	Loss of anchor and stress of weather	"	Partial.
October 5.....	"	"	"	"	Total.
"	"	"	"	"	"

STATEMENT of Wrecks and Casualties of Sea-going Vessels

Name of Vessel.	Rig.	Port of Registry.	Register Tonnage.	Port sailed from, and where bound to.
Devonshire.....	Ship.....	Liverpool.....	858	Liverpool to Quebec.....
Debonaire.....	Schooner.....	Cape Canso.....	95	Cape Canso to St. John, N. B.
Dovercourt.....	Barque.....	London.....	531	Amsterdam to Quebec.....
Dragon.....	Schooner.....	Pictou, N. S.....		
Dundalk.....	Barque.....	St. John, N. B.....	251	
Despatch.....	Schooner.....	Yarmouth, N. S.....	74	St. Martins to Yarmouth.....
Emma.....	Brig.....	Nantes (France).....	130	Charente to Quebec.....
Eleazer.....	Barque.....	Christiana.....	404	London to Quebec.....
Etoile.....	Steamer.....	Quebec.....	96	Quebec to Pointe-aux-Trembles.....
Evergreen.....	Schooner.....	Canso.....	52	Halifax to Pictou.....
Express.....	Barque.....	Stralsund.....	333	Liverpool to Halifax.....
Exodus.....	Ship.....	Newcastle.....	1,111	Shields to Quebec.....
Ellora.....	Barque.....	Liverpool, N. S.....	276	Liverpool to Bridgewater.....
E. A. Wilson.....	Schooner.....	Halifax, N. S.....	42	Halifax on trading voyage.....
Experiment.....	".....	".....	45	Main-a-Dieu to Cape Breton.....
Echo.....	".....	Digby, N. S.....	36	Joggins to Cornwallis.....
Edward.....	Barque.....	Maitland.....	N. K.	Hantsport to New York.....
Eleonore.....	".....	Quebec.....	679	Quebec to Sharpness Point.....
Electric.....	Ship.....	London.....	1,106	Leith to Rimouski.....
Eva.....	Schooner.....	Harbourville.....	40	St. Marys to Joggins.....
Empress.....	Steamer.....	British.....	...	St. John to Joggins.....
Emma.....	Schooner.....	Halifax, N. S.....	56	.....
Emma G.....	".....	St. John, N. B.....	147	.....
Ellen Nancy.....	".....	Parrsboro'.....	71	.....
Eolus.....	Barque.....	Halifax, N. S.....	234	.....
Foyle.....	Brig.....	Sydney, C. B.....	244	St. John to Cardenas.....
Four Brothers.....	Schooner.....	".....	104	Halifax to Sydney.....
Fidelia.....	".....	Parrsboro' N. S.....		.....
Farewell.....	".....	Halifax.....	26	Guysboro' to Halifax.....
Frank Churchill.....	Brigantine.....	".....	79	Malaga to Montreal.....
Fleetwing.....	Schooner.....	St. John, N. B.....		.....
Frank W.....	Brig.....	Halifax, N. S.....	203	Cuba to Halifax.....
Flora.....	Schooner.....	".....	87	.....
Germany.....	Steamer.....	Glasgow.....	2,075	Liverpool to Quebec.....
General Williams.....	Schooner.....	Lunenburg, N. S.....	81	Halifax to Boston.....
Glamara.....	Barque.....	Greenock.....	449	Not known.....
Gondalier.....	Brig.....	Parrsboro' N. S.....	176	Cardenas to New York.....
G. R. C.....	".....	St. John, Newfoundland.....		Joggins to St. Johns.....
Georgie Todd.....	Schooner.....	St. Stephen, N. B.....	175	St. Stephens to Havana.....
Geneva.....	Ship.....	Quebec.....	998	Liverpool to St. John, N. B.....
Globe.....	Schooner.....	St. John, N. B.....	69	.....
Golden Light.....	Ship.....	".....	1,052	.....
Georgina.....	Schooner.....	Halifax, N. S.....	82	.....
Happy Return.....	Brigantine.....	Hawkesbury.....	146	Portsmouth and Pictou.....
Highland Nancy.....	Brig.....	Digby, N. S.....	152	New York to Porto Rico.....
Herrog Paul.....	Barque.....	Rustock.....	N. K.	Belfast to St. Mary's.....
Huron.....	".....	London.....	254	Not known.....
H. A. Stephenson.....	".....	St. John, N. B.....	400	Annapolis to Monte Video.....
H. V. Crandall.....	Brig.....	Parrsboro' N. S.....	154	Windsor to New York.....
Hiram.....	Schooner.....	Halifax.....	66	Cow Bay to Halifax.....

from 1st January, 1870, to 1st January, 1871, &c.—Continued.

Date of casualty.	Place where casualty happened.	Nature of casualty.	Cause of casualty.	No. of lives lost.	Amount of loss and remarks.
June 5.....	South-east side of St. Pauls Island.....	Stranded.....	Dense fog.....	None.....	Partial.
.....	Tor Bay.....	.....	Stress of weather.....	.....	.....
November 5.....	Manicouagan Shoals.....	.....	Not known.....	.....	..... \$500.
.....
.....	Antigua Island.....	.....	.....	.....	Total.
June 9.....	Cariboo Point.....	Stranded.....	Attraction of com- passes.....	None.....	Total, \$6,000.
July 24.....	Harbor of Quebec.....	Torn from fastenings.....	Stress of weather.....	.....	Partial, \$120.
August 8.....	Off Pointe-aux-Trembles.....	Collision.....	Error in judgment.....	Four.....	Total, \$800.
„ 30.....	Off Gull Rock.....	.....	Ran into.....	None.....	..... \$1,600.
„ 29.....	Cranberry Island.....	Stranded.....	Not known.....	.....	Partial.
.....	Portneuf Shoals.....	.....	Error in compasses.....	.....	Total, \$19,000.
September 4.....	At the wharf, Liverpool.....	.....	Stress of weather.....	.....	..... \$10,000.
June 22.....	Cape Breton.....	.....	Parting of chains.....	.....	Partial.
September 4.....	Off Sheet Harbor.....	Foundered.....	Stress of weather.....	Four.....	Total, \$14,600.
„ 4.....	Cape Dore, Bay of Fundy.....	.....	.....	All.....	..... \$500.
Not known.....	At sea.....	Abandoned.....	.....	.....	.....
October 24.....	Off Mount Louis.....	Sprung a leak.....	Not known.....	None.....	Total.
November 1.....	N. E. end Barnaby Sound.....	Stranded.....	Stress of weather.....	.....	..... \$500.
October 24.....	Joggins, near Louis Cove.....	.....	Fog.....	.....	Partial.
August 3.....	St. John Harbor.....	Collision.....	.....	.....	.....
November 5.....	Main-a-Dieu.....	Stranded.....	.....	.....	Total.
October 25.....	.....	.....	.....	.....	.....
December 18.....	Deer Island.....	Foundered.....	.....	.....	.....
.....
April 23.....	Green Reef Cape Verde.....	Stranded.....	Stress of weather.....	None.....	Partial.
September 4.....	Entrance St. John Harbor.....	Loss of spars and sails.....	.....	.....	.....
„ 4.....	.....	.....	.....	.....	.....
May 8.....	Martin Harbor.....	Foundered.....	Not seaworthy.....	.....	Total loss.
October 29.....	Anticosti Island.....	Stranded.....	Error in compasses.....	.....	Partial.
.....	Isle of Hant.....	Burned.....	.....	.....	.....
.....	Tonala River.....	Stranded.....	Stress of weather.....	.....	Total.
.....
May 1.....	West end Green Island.....	Collision.....	Gas pending.....	None.....	Partial, \$8,000.
„ 26.....	15 miles E. of Lahave.....	.....	.....	.....	.....
Not known.....	Delany's Island.....	Stranded.....	Not known.....	.....	Partial.
April 8.....	Pegart Rocks.....	Foundered.....	Stress of weather.....	.....	Total.
January 13.....	Wolfe Point.....	Stranded.....	.....	.....	.....
December 15.....	Seal Island.....	Waterlogged.....	Stress of weather.....	Four.....	Total, \$15,000.
October 28.....	"The Stones," St. Ives Bay.....	Stranded.....	.....	Twenty- two sup- posed lost	.....
May 6.....	.....	.....	.....	.....	Total.
April 15.....	.....	.....	.....	.....	.....
.....	.....	Stranded.....	.....	.....	.....
September 4.....	West Point, Sambro Is- land.....	Stranded.....	Stress of weather.....	None.....	Total, \$3,200.
March 9.....	Off Highland Light, New York.....	Collision.....	Error in judgment.....	.....	..... \$8,000.
Not known.....	Off Lisburn Harbor.....	Foundered.....	Stress of weather.....	.....	.....
.....	Windsor House Co.....	Stranded.....	.....	.....	Partial.
September 18.....	Off Cape Shoal.....	.....	.....	.....	Total, \$1,000.
„ 18.....	Off Charleston.....	Disasted.....	.....	.....	Partial, \$1,500.
December 25.....	St. Andrew's Channel, Canzo.....	Stranded.....	.....	.....	Total, \$1,800.

STATEMENT of Wrecks and Casualties of Sea-going Vessels,

Name of Vessel.	Rig.	Port of Registry.	Register Tonnage.	Port sailed from, and where bound to.
Ida E.....	Barque.....	St. John, N. B.....	.....	Not known.....
Iona.....	".....	New Glasgow, N. S.....	380	Buenos Ayres to New York.....
Isabelle.....	Brigantine..	Economy, N. S.....	238	.....
Jeff Davis.....	Barque.....	Bermuda.....	240	Cape Breton for Boston.....
John Bull.....	".....	London.....	484	Montreal to London.....
Janaro.....	".....	Reesor (Norway).....	525	Quebec to Queenstown.....
Jessie Coffin.....	".....	Shelbourne, N. S.....	816	Liverpool to Halifax.....
Janet.....	".....	Liverpool, N. S.....	240	Havana to Queenstown.....
J. Morton.....	Brigantine..	Windsor, N. S.....	130	.....
James Fraser.....	".....	Sydney, C. B.....	67	Sydney to Halifax.....
Jack Tar.....	Schooner....	Teignmouth.....	85	Teignmouth to Bristol.....
J. S. de Wolf.....	Ship.....	St. John, N. B.....	1,115	.....
John G. Hall.....	Barque.....	Digby, N. S.....	326	Liverpool to Philadelphia.....
Jessie Campbell.....	".....	".....	335	.....
James Munro.....	".....	Pictou, N. S.....	.....	Buenos Ayres to Monte Video.....
J. R. Howard.....	Schooner....	St. John, N. B.....	.....	.....
Joshua S.....	Barque.....	".....	392	.....
John Millen.....	Schooner....	".....	37	.....
Kate Sancton.....	Schooner....	Yarmouth, N. S.....	677	St. John to Gloucester.....
Kate Cummins.....	Brig.....	St. John, Newfoundland.	184	St. John to St. John, N. B.....
Libertad.....	Barque.....	State of Maine.....	527	Montreal to Buenos Ayres.....
Labrador.....	Steamer....	London.....	266	St. John to Boston.....
Lyman Cann.....	Barque.....	Yarmouth, N. S.....	593	St. John to Ireland.....
Louisa Bliss.....	Schooner....	United States.....	429	Loading for New York.....
Lochiel.....	".....	Shelburne, N. S.....	.....	.....
Leo.....	Schooner....	Halifax, N. S.....	111	.....
Lenoir.....	Brig.....	Arichat, C. B.....	261	Little Glass Bay to New York.....
Leader.....	".....	".....	146	.....
Lena.....	".....	Halifax, N. S.....	190	.....
Laura.....	Brigantine..	Windsor, N. S.....	236	New York to Queenstown.....
Lookout.....	Schooner....	Parrsboro', N. S.....	30	Mary's Point to Joggins.....
Lizzie A. Tar.....	".....	American.....	.....	Quebec to Gloucester.....
Lena.....	Brig.....	Gut of Canso.....	380	Milk River to Philadelphia.....
Louisa.....	Barque.....	St. John, N. B.....	163	.....
Lathella.....	".....	Halifax, N. S.....	325	.....
Message.....	Ship.....	St. Malo, France.....	N. K.	Boston to St. Pierre Miquelon.....
Mary E. Walker.....	Schooner....	.....	71	.....
Mary Maria.....	".....	Parrsboro', N. S.....	126	Sydney to Boston.....
M. & E. Robbins.....	Barque.....	Yarmouth, N. S.....	462	Boston to Cork.....
Maria Victoria.....	Schooner....	Quebec.....	96	Cape Breton to Quebec.....
Mira.....	Barque.....	Pugwash, N. S.....	419	Not known.....
Mary E. Bliss.....	Schooner....	St. John, N. B.....	96	St. John to Boston.....
Mary Kelly.....	".....	St. Andrew, N. B.....	172	.....
Mary Catherine.....	".....	Pictou, N. S.....	169	Not known.....
Micmac.....	".....	Halifax, N. S.....	29	".....

from 1st January, 1870, to 1st January, 1871, &c.—*Continued.*

Date of Casualty.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	No. of lives lost.	Amount of loss and remarks.
December 18.....	Mud Island.	Stranded.....	Stress of weather..	None.	
.....	Monte Video	Abandoned...	" ..	" ..	Total.
September 8	Main-à-Dieu Bar.....	Stranded.....	Stress of weather..	None.....	Partial.
June 9	Harbor of Quebec	Collision.....	Run into	"	\$300.
July 25	Point of Anticosti	Stranded.....	Stress of weather..	"	Total, \$15,000.
Not known	At sea.....	Abandoned...	" ..	"	"
"	Harbor Island.				
"	Spencer.				
September 4	Near Halifax	Foundered....	Stress of weather..	All.....	Total.
August 19	Bristol	Collision.....	Ran into Kate Sancton	None.....	Partial.
October 5.....	At sea.....	Foundered....	Stress of weather..	.....	Total.
September 1	In English Channel	Collision.....	Not known	None.....	Partial, \$1,200.
January 4	At sea.....	Abandoned.			
.....	Entrance Monte Video.				
August 25	County Harbor	Stranded.....	Stress of weather..	None.....	Postal.
January 23 .....	.....	" .....	.....	.....	Total.
April 4.....					
August 19	Bristol	Collision.....	Ran into by Jack Tar	None.....	Partial.
December 9	Near Archibald's Wharf.	Stranded.....	Stress of weather..	"	Total, \$6,448.
August 5	Brien Island.....	Stranded.....	Stress of weather.	None.....	Total loss.
July 14.....	Grand Manan, Bay of Fundy	"	" ..	"	Partial, \$3,000.
March 9	Carlingford	"	" ..	"	"
September 4	Mine's Wharf, Cow Bay.	Driven ashore.	" ..	"	\$3,100
" 8.....					
September 4	Three Fathoms Harbor..	Stranded.....	Stress of weather.	Nine.....	Total loss.
" 4	Sambro' .....	" .....	" ..	.....	Total.
" 4	"	Abandoned...	" ..	.....	Total.
Not known	At sea.....	Seen bottom up 150 miles from New York...	Not known	All.....	"
October 24.....	Near Louis Cove, South Joggins.....	Stranded.....	Stress of weather.	None.....	Total, \$300.
.....	Off Owl's Head .....	" .....	" ..	.....
.....	Off Cape Henlopen	Stranded.	" ..	.....	Total.
.....	"	"	"	"
.....	"	"	"	"
September 3	Shelburne Harbor.....	"	Stress of weather.	None.....	Partial.
February 14	"	"	" ..	Four.....	Total.
December 11	Louisberg, C. B.	"	Error of chrono- meter	Two.....	"
February 24	S.S. Sable Island	"	Error of judgment.	None.....	Partial, \$500.
July 9.....	Beaumont Shoal	"	Not known	"	Total.
February 14	Outer Dowsing .....	" .....	" ..	.....
September 4	Grand Manan, Bay of Fundy	Stranded.....	Stress of weather.	"	Partial, \$3,000.
.....	"	Abandoned...	" ..	.....	Total.
September 3	Near Tailor's Head.....	Stranded.....	" ..	All.....	"
" 3	New Dublin	"	" ..	None.....	"

STATEMENT of Wrecks and Casualties of Sea-going Vessels,

Name of Vessels.	Rig.	Port of Registry.	Register Tonnage.	Port sailed from, and where bound to.
Marie Julie	Schooner ..	Quebec	97	.....
Mary Alice	" ..	Halifax	78	.....
Mermaid	Schooner ..	Yarmouth, N. S.	40	Halifax to Newcastle
Morino	Brig	St. John, N. S.	192	Havana to Sydney
Montrose .....	" ..	.....	.....	Windsor
Medway	Barque	Liverpool	349	Liverpool to Halifax
Marie Seraphine	Schooner ..	Quebec	30	Anticosti to Quebec
Mary Curley	Brig	Parrsboro, N. S.	127	Glance Bay, C. B., to New York
Martha	Brigantine ..	St. John, N. B.	134	St. John to Cuba
Mathilda	Schooner ..	St. Paul's Bay	32	Miramichi to Quebec
M. A. Benson	Brigantine ..	Windsor, N. S.	263	Cow Bay to Boston
Magnet	Ship	St. John, N. B.	1,123	Quebec to Liverpool
M. T. Elsworth	Brig	Windsor, N. S.	116	Jordon River to Salem
Maggie Armstrong ..	Barque	Digby, N. S.	318	.....
Morning Star .....	.....	Miramichi	30	Cape Haytien to Boston
Malvina Jane	Schooner ..	St. John, N. B.	99	.....
Margaret	Brig	Halifax, N. S.	104	.....
New York	Steamer	Montreal	53	Quebec to Montreal
Navita	Brig	St. John, N. B.	119	St. John to Cuba
N. & E. Gardner	Ship	Yarmouth, N. S.	1,465	New York to London
Niagara	Brigantine ..	Windsor, N. S.	215	Cow Bay to Boston
Nautilus	Schooner ..	St. John, N. B.	9	.....
Nictaux	Barque	"	759	.....
Ocean Star	Schooner ..	Halifax, N. S.	56	Halifax to Baie Chaleurs
Onward .....	" ..	.....	91	Sydney to Liverpool, N.S.
Ondara	Barque	Milford, N. S.	298	.....
Ottawa	Brig	St. John, N. B.	173	Cape Breton to New York
Ocean Wave	Ship	"	856	New Orleans to Liverpool
Olive L. Rourke	Brigantine ..	"	128	.....
Pensacola	Ship	Liverpool (E.)	1,421	London to Quebec
Palos	Schooner ..	.....	.....	.....
Pacific	" ..	Yarmouth, N. S.	30	.....
Pomona	Ship	St. John, N. B.	1,265	Liverpool to Philadelphia
Perseverance	Schooner ..	Yarmouth, N. S.	18	Annapolis to Yarmouth
Queen of the Clyde ..	Barque	Glasgow	1,045	Glasgow to Quebec
Queen of the West ..	Ship	Liverpool	1,432	Quebec to Belfast
Rocket	Steamer	Montreal	172	Quebec to Montreal
Rojahgopaul	Ship	Lancaster	852	Liverpool to Quebec
Ruby	Brig	St. John, N. B. ....	.....	.....
Roderick	" ..	Arichat	131	Glance Bay to New York
Return	Barque	Yarmouth, N.S.	310	Yarmouth to St. John, N.B.
Rostheny Castle	Steamer .....	.....	187	.....
Regatta	Brig	Halifax, N. S.	112	.....
Sultana	Brigantine ..	Jersey	138	Jersey to Montreal
Scio	" ..	Barbadoes	181	St. John, N. B., to Havana
Sanspareil	Ship	Liverpool	1,180	Liverpool to Quebec
Sterling	Schooner ..	Halifax, N. S.	79	.....

from 1st January, 1870, to 1st January, 1871, &c.—Continued.

Date of casualty.	Place where casualty happened.	Nature of casualty.	Cause of casualty.	No. of lives lost.	Amount of loss and remarks.
July 13.....	Magdalen Islands.....	Loss of sails..	Stress of weather..	None.....	Postal.
.....	.....	.....	Not known.....	.....	Total.
October 8....	Horse Head, P. E. Island	Stranded.....	Stress of weather..	None.....	Total.
..... 31....	Off Jupiter Inlet.....	".....	".....	".....	".....
" 31....	Cape Cod.....	".....	".....	".....	Partial.
.....	Lat. 48. Long. 32.....	Collision.....	Run down by schooner Devil..	Ten.....	Total, N. K.
September 15..	S. W. Point Anticosti...	Stranded.....	Stress of weather..	None.....	" \$2,400.
November 7...	E. end of Fisher's Island.	".....	Not known.....	".....	" \$4,800.
January 4....	Bear Cove.....	".....	".....	All.....	"
November 5...	65 miles from Magdalen Island.....	Abandoned...	Stress of weather..	".....	Total loss.
September 5...	Not known.....	Supposed to have foundered	.....	".....	"
.....	In Mersey.....	Capsized.....	Stress of weather..	".....	"
.....	Macta Point.....	Supposed to have foundered	.....	".....	"
October 30....	Lat. 32.22. Long. 72.11	Abandoned...	".....	None.....	Total.
March 31....	.....	Stranded.....	".....	".....	"
.....	".....	".....	".....	"
August 18....	Richelieu Light.....	Stranded.....	Stress of weather..	None.....	Partial, \$800.
February 2...	Isle of Hant.....	".....	".....	".....	" \$6,000.
September 19..	Lat. 42.55, Lon. 63.23 W	Serious damage	".....	".....	"
".....	Supposed to have founder	ed and all hand	s lost.	".....	"
October 5....	.....	.....	.....	.....	Total.
January 22...	.....	Burned.....	.....	.....	"
August 3....	Harbor au Bouche.....	Foundered....	Stress of weather..	None.....	Total.
September 4...	Sandy Beach.....	Stranded.....	".....	Four.....	" \$1,300.
.....	.....	".....	".....	None.....	Partial.
October 30....	Near Shag Harbor.....	".....	".....	".....	"
November 17...	Diamond Banks.....	Foundered....	".....	".....	Total.
February 1....	.....	Abandoned.....	.....	".....	"
September 4...	Harbor of Quebec.....	Collision.....	Stress of weather..	None.....	Partial, \$5,000.
.....	Bason of Mines.....	Stranded.....	".....	".....	"
December 5...	Off Yarmouth.....	".....	".....	None.....	Total.
.....	At sea.....	Foundered....	".....	".....	"
November 11..	Sandy Cove.....	Stranded.....	".....	Three.....	" \$800.
April 29.....	Saint Denis.....	Collision.....	Error in judgment.	None.....	Partial, \$800.
September 23..	West End Madam Island	".....	".....	".....	" \$400.
August 17....	Rivière du Chene.....	Stranded.....	Stress of weather..	None.....	Partial, \$600.
.....	St. Paul's Island.....	".....	".....	".....	"
September 4...	Not known.....	Foundered....	Stress of weather..	All.....	Total, \$3,400.
November 22...	Near Yarmouth, L. H....	Stranded.....	Fault of tug.....	None.....	" \$4,800.
July 7.....	Baie Chaleur.....	".....	Not known.....	".....	Partial, \$500.
.....	.....	Foundered.....	.....	.....	Total.
June 2.....	White Island Reef.....	Stranded.....	Error of judgment.	None.....	Partial, \$2,260.
" 14.....	Long Island, Digby Co..	".....	".....	".....	Total, \$5,400.
July 24.....	Harbor of Quebec.....	Torn from her moorings....	Stress of weather..	".....	Partial, \$400.
.....	.....	Stranded.....	.....	.....	"

STATEMENT of Wrecks and Casualties of Sea-going Vessels,

Name of Vessel.	Rig.	Port of Registry.	Register Tonnage.	Port sailed from, and where bound to.
Syria	Brig	Pembroke, U. S.	N.K.	St. John to Cardenas.....
Sarah King	Barque	St. John, N. B.	343	Sagua to Philadelphia.....
Seaman's Bride .....	.....	.....	.....	.....
Sancho	Brigantine	Sydney, C. B.	362	Boston to Cow Bay
Scandinavia	Ship	Drammen, Norway	539	Drammen to Quebec
Seaside	Brig	Annapolis, N. S.	246	.....
Strathblane	Ship	Glasgow	1,364	Liverpool to Montreal.....
Saint Mary	Brig	Digby, N. S.	165	Sandy Cove to Barbadoes.....
S. V. Nichols	Brigantine	St. John, N. B.	167	.....
Strathaven	Barque	Quebec	637	Montreal to Monte Video
Senator	Schooner	St. John, N. B.	78	Boston to St. John
St. Claire	Barque	Miramichi, N. B.	318	Newhaven to Miramichi.....
Solferino	Schooner	Digby, N. S.	103	Annapolis to Barbadoes
Sappho	Brigantine	Charlottetown .....	.....	Liverpool to Charlottetown.....
Sarah Payson	Barque	St. John, N. B.	411	.....
Sunrise	Schooner	Yarmouth, N.S.	78	Yarmouth to West Indies
Tonsberg	Ship	Norway	684	London to Quebec
Topaz	Brig	St. John, Newfoundland	148	Lingan to New York
Tweedsdale	Ship	Glasgow	1,254	Greenock to Quebec
Thames	Barque	Belfast	784	Limerick to Trois Pistoles, Quebec
Thomas Bagley	Schooner	Yarmouth, N. S.	60	Halifax to Magdalen Islands.....
Two Ellens	Brigantine .....	.....	.....	Middleboro' to St. Andrews.....
Ten Sisters	"	New Carlisle, B. S.	83	St. John to Prince Edward Island.....
Tethis	Brig	Maryport	258	Maryport to Quebec
True Blue	Schooner	Halifax .....	.....	Bermuda to Fairhaven
Teazer	"	Quebec	57	From Miramichi
T. M. Ellsworth .....	.....	Nova Scotia	116	Jordan River to Boston
Timandra	Brigantine	Digby, N. S.	132	Bear River to Jamaica
Tanero	Barque .....	.....	.....	.....
Two Brothers	"	St. John, N. B.	169	.....
Trojan	"	"	133	.....
Uncas	Brig	Liverpool, N. S.	301	Baltimore to Liverpool
Uhla	"	Whitby	341	Swansea to Montreal
Veritas	Barque	Christiansen	384	Quebec to Hartlepool
Village Belle	Schooner	St. John, N.B.	70	St. John to Boston
Volant	Barque	do .....	.....	.....
Vulture	Brig	Hawkesbury, N.S.	88	Pugwash to Harbor Grace
Victory	Schooner	"	73	.....
Wild Wave	Barque	Prince Edward Island	454	Quebec to Swansea
W. N. Crandall	Schooner	Parrsboro, N.S. ....	.....	.....
Warren White	Barque	St. John, N.B. ....	.....	St. John to Havana.....
Wandsworth	Ship	Glasgow	303	Glasgow to Quebec
William Bowen	Schooner	Arichat	146	Glace Bay to Boston
Waterford .....	.....	Dalhousie, N.B. ....	.....	.....
Zibiah	Brig	Jersey	99	Rio Janeiro to Gaspé
Zephyr	Barque	Halifax, N. S. ....	.....	.....

from 1st January, 1870, to 1st January, 1871, &c.—*Continued.*

Date of casualty.	Place where casualty happened.	Nature of casualty.	Cause of casualty.	No. of lives lost.	Amount of loss and remarks.
March	Cardenas Point	Stranded	Stress of weather..	None.....	Partial.
" 14.....	At sea.....	Foundered.....	"	"	"
August 23	Aspey Bay	"	"	"	"
September 4	Owl's Head	Stranded	"	Sixteen....	Total, \$15,400.
June 5	St. Paul's Island	"	"	None.....	"
" 19	"	"	Not known	"	Partial.
" 3	Tartigau River	"	Unknown currents ..	"	\$2,600.
" 5	Lat. 23.10. Long. 58.05.	Loss of spars	Stress of weather..	"	\$1,600.
October 8.....	"	Stranded.	"	"	"
November 25	St. Rocque Shoal	Driven from her anchors.	Stress of weather..	None.....	Partial, \$7,000.
July 9	Musquah	Stranded	"	"	"
October 15.....	Pleasant Bay	"	Fog	"	Partial.
"	Buci Island	"	Stress of weather..	"	Total loss.
December 20	Cape George, N. S.	"	"	"	"
March	"	Abandoned	"	"	"
February	At sea.....	Foundered	Stress of weather..	All; seven	"
April 29	St. Denis	Collision	Error of judgment	None.....	Partial, \$15,000.
July 8	Long Island, U. S.	Stranded	Not known	"	"
September 4	Harbor of Quebec.....	Collision	Error in judgment	"	\$1,000.
" 4	L'Anse à Vallé	Stranded	Stress of weather..	Six.....	Total.
May 5	Mount Amherst Harbor.	"	"	None.....	\$1,600.
"	Gull Rock	"	"	"	"
September 4	South Lake Beach	"	Stress of weather..	None.....	Total.
October 15.....	S. E. Reef, Bee Island ..	"	"	Three.....	\$6,200.
" 15.....	"	"	"	"	"
November 6	Pope Harbor	"	"	"	"
" 15.....	Tiverton.....	Stranded	Stress of weather..	None.....	Total.
December 30	Digby Harbor	"	Dragging of chains	"	\$6,000.
August.....	Anticosti R. St. L.	"	Stress of weather..	"	"
September 19	"	Abandoned	"	"	"
March 7	"	Stranded	"	"	"
July 9	Cape Lahave	Stranded	Stress of weather..	None.....	Total, \$14,400.
September 15	Madam Island Shoal	"	Error in judgment	"	Partial, \$8,600.
September 23	West End Madam Island	Collision	Error in judgement	None.....	Partial, \$1,500.
" 2.....	15 Miles west of Mount Desert Rock	Loss of Spars and Sails	Stress of weather..	None.....	do \$950.
October 13.....	West of Tory Island.	Foundered.....	"	"	"
September 12	West entrance of Lambie	Stranded	Stress of weather..	None.....	Total, \$700.
December 27	Near Sambro Harbor....	"	Buoy wanted	"	\$1,200.
September 7	St. Paul's Island	Stranded	Stress of weather..	None.....	Total.
October 2	Ferry Point Flats.....	Stranded	"	"	"
" 10.....	Church Cove	Spontaneous combustion.	"	None.....	Partial.
September 19	"	Collision	"	"	Total, \$4,400.
December 8	"	"	"	"	"
October 8	Cerberus Rock	Stranded	Buoy not placed ac- cording to chart.	None.....	Partial, \$200.
"	"	"	"	"	Total.

STATEMENT of Wrecks and Casualties that have happened to Canadian Vessels
1st Janu

Name of Vessel.	Description of Vessel.	Tons.	Value.	Class.	Port of Hail.	Voyage she was on.	Nature of Cargo.
Admiral.....	Barquentine	450	\$ 3,000	B2	Port Hope.....	From Oswego.....	.....
Advance.....	Schooner	84	3,000	A2	Port Colborne	Toronto to Oswego...	Barley.....
Do.....	Barque.....	.....	.....	.....	Port Colborne	Kingston to Chicago..	Pig Iron and Caustic Soda
Abeona.....	Schooner	45	2,000	A2	Saugeen.....	Kincardine to Detroit.	Wheat & barley
Aigle de Mer...	do	168	3,400	B1	Quebec.....	.....	.....
Alpha.....	do	270	7,000	B1	St. Catherines	Oswego to Hamilton..	Coal.....
Ariadne.....	do	140	7,000	A1	Port Burwell	.....	.....
Ariel.....	do	44	1,500	.....	Owen Sound...	Thornbury to Colling- wood.....	.....
Bristol.....	Propeller...	398	.....	A2	Brockville.....	St. Catherines to Montreal.....	.....
Bruno.....	do	379	14,000	A2	Montreal.....	.....	.....
Bell, Case.....	Schooner	60	1,300	B1	Montreal.....	Kincardine to Montreal	Grain.....
Benedict, E. G..	do	198	9,000	A1	Mill Point.....	Port Milford to Oswego	.....
Britannia.....	do	118	4,000	B1	Burwell.....	Mill Point to Oswego..	Lumber.....
Brantford.....	Propeller...	.....	.....	.....	Kingston.....	Vermillion to Toronto.	Stone.....
Campbell, F.....	Barquentine	450	17,000	A1	St. Catherines	Kingston to Hamilton.	.....
Catherine.....	Schooner	100	3,200	B1	Kingston.....	Port Milford to Bay of Quinte.....	.....
Dominion.....	do	76	.....	.....	Wellington.....	Charlotte to Shannon- ville Light.....	Light.....
Davis, Anetta..	do	85	2,600	B1	Port Bruce.....	.....	.....
Defiance.....	do	141	.....	B1	Port Hope.....	.....	.....
Edith.....	do	98	1,200	B2	Milford.....	Oswego to Toronto.....	.....
Emery.....	do	211	10,000	A1	Port Burwell	.....	.....
Emma.....	do	15	400	B1	Sarnia.....	Kingston to Oswego...	Barley.....
Emperor.....	do	.....	.....	.....	American.....	Port Hope to Oswego..	Lumber.....
Flying Cloud...	do	148	3,000	B1	Bronte.....	Oswego to Toronto.....	Light.....
Fox Mary.....	do	103	2,500	B1	Kingston.....	.....	.....
Fanny Hedford..	do	45	.....	.....	Kingston.....	Wolf Island to Oswego	.....
Fenton.....	do	200	.....	B2	.....	.....	.....
F. W. Walker...	Barge.....	.....	.....	.....	.....	.....	.....
Garibaldi.....	Schooner	234	8,500	A2	Hamilton.....	Port Colborne to Toledo	.....
Gormly, Mary...	do	150	3,000	B1	Montreal.....	.....	.....
Grant, Wm. W..	do	163	8,000	A1	Port Burwell	Port Elgin to Oswego..	.....
Goldhunter.....	do	219	.....	B2	Chatham.....	.....	.....
Head, Sir E. V..	Barquentine	338	6,000	B1	St. Catherines	Cleveland to Toronto..	Coal.....
H. Bissel.....	Barque.....	350	.....	A2	Toledo.....	Chicago to Buffalo....	Wheat.....
Indian.....	Propeller...	336	.....	B1	St. Catherines...	Hamilton to Montreal.	Miscellaneous.
Jessie.....	Schooner	312	6,000	B1	do	Toronto to Kingston..	Wheat.....
John W.....	do	100	2,000	B1	Montreal.....	Toronto to Kingston..	.....
Juliette.....	do	154	5,000	A2	Wallaceburg...	Wallaceburg to Ogdens- burg.....	.....
Kate.....	do	104	4,000	A1	Oakville.....	Toronto to Kingston..	Light.....
Kate Bully.....	do	.....	.....	.....	Sarnia.....	.....	.....
La Courcier, E..	do	100	2,200	B2	Batiscan.....	.....	.....
Leviathan.....	do	91	4,000	A1	Port Burwell.....	To Buffalo.....	Barley.....
Lendford, F.....	do	45	2,000	A1	Kingston.....	Burwell to Buffalo....	Cordwood...
Lewis, Sam.....	Tugpropell'r	114	3,000	B1	Montreal.....	Wolf Island to Oswego	Barley.....
.....	.....	.....	.....	.....	.....	Manitoulin Islands to Collingwood.....	.....
Lumina.....	do	188	.....	.....	Quebec.....	.....	.....
Leonard.....	Barge.....	.....	.....	.....	do	.....	.....
Lyre.....	do	.....	.....	.....	.....	.....	.....
Maggie.....	Schooner	166	3,500	B2	Montreal.....	Toronto to Oswego....	Barley.....

on the Lakes and Inland Waters of the Dominion, from 1st January, 1870, to
ary, 1871.

Place where the Casualty happened.	Date.	Nature and Cause of Casualty.	Amount of Damage or Loss, including cost of getting off, &c.		Lives lost, if any.	Approximate Loss on Hull and Cargo.
			Hull.	Cargo.		
Oswego	Oct. 31	Stranded	\$	\$		3
do	Oct. 18	do	3,000	3,000		3,000
Lake Michigan	Dec. 5	Shipped seas; heavy weather		900		
Near Sarnia	Nov. 23	Stranded, snow storm	511	2,050		
Lake Ontario		Lost sails	300			
Presqu'ile Harbour, Lake Ont.	Oct. 17	Dragged ashore	263	237		
East End, Lake Ontario	Oct. 18	Lost sails				
Georgian Bay	Nov. 12	Stranded, bad look out	1,500	700		800
Point St. Peter	Oct. 27	Sunk	5,000	10,000		
Welland Canal		Sprung a leak; heavy weather	2,000	8,000		
Lake Huron	Oct. 31	Collided and sunk	1,300			
Point Frederick, Kingston	Oct. 18	Stranded, parted chains	1,000	750		
Erie Peninsula	Oct. 30	Sunk, violent gale	4,000	2,000	1	
Near Coteau du Lac	August	Broke main arch, unforeseen accident				
.....	Oct. 31	Lost sails				
South Bay Point	Sept. 27	Driven on shore when getting under weigh	700			
In Lake Ontario	Sept. 21	Collision with F. Howard	700			
.....	Oct. 18	Lost sails	600			
Lake Erie	July	Dismasted	1,500			
Whitby	June	Collision with prop. Bristol	1,000			
Lake Ontario	do	Lost boat	100			
Point Pleasant	Oct. 18	Stranded, dragged anchor		100		
Outer Range Light	Nov. 18	do parting of cable				
Oswego	Oct. 18	do dragged anchor	3,000	600		
Napanee	do 18	do	300			
Near Timber Island	do 19	do stress of weather	850			
Detroit River	June 12	do	2,000			
River Richelieu	Oct. 1	do	1,000			
Port Colborne	do 18	do	3,500			
Napanee	do 18	do	500			
Chantry Island	do 31	do				
Lake Erie	May	Struck by lightning	1,000			1,000
Erie	do 31	Gale carried away masts, anchors, &c.; she drifted ashore	7,500	500	3	
Point Pelee	Nov. 26	Stranded, mistook the lights	500	2,000		
Near Brockville	April 30	Ran a shore, water very high	100	1,100		
Samon Point	Oct. 31	Anchored, and drove ashore with change of wind	7,000	17,000	9	
Kingston	do 31	Struck the pier and went to pieces	2,000	4,000		
Port Burwell	June 12	Waterlogged, stress of weather ..				
Point Frederick, Kingston	Oct. 18	Stranded				1,000
.....	do	do				
Grimby	do	do				
Point Abino	Oct. 18	Lost sails, &c.				800
Port Burwell	do 30	Stranded and went to pieces	4,500	500		
Timber Island	do 18	do parted chains	350	500		
Sand Beach	do 27	do	1,000			
Bois Blanc Island	do	do	209			
St. Lawrence	Sept.	do	300			
.....	Oct.	do				
Cobourg	do 31	Sprung a leak, by running against dock and another vessel				2,000

STATEMENT of Wrecks and Casualties that have happened to Canadian Vessels
1st January,

Name of Vessel.	Description of Vessel.	Tons.	Value.	Class.	Port of Hail.	Voyage she was on.	Nature of Cargo.
Marie	Schooner ...	93	1,500	B2	Montreal .....	.....	.....
Marie Annetta ..	do	227	11,000	A1	Port Hope .....	.....	.....
May Flower	do	146	2,300	B1	Port Rowan .....	.....	.....
Minnie Mitchell ..	do	40	.....	C1	Penetanguishene	Manitoulin Islands to Darney .....	.....
Morning Star ...	do	97	3,500	A2	Milford	Port Milford to Oswego	.....
Macdonald, Jesse ..	do	130	4,500	A1	Wellington	Wellington to Oswego.	.....
Maria Melvin	do .....	.....	.....	B1	Oswego .....	.....	.....
Mary Fox	do .....	.....	.....	.....	.....	.....	.....
Maskinonge	Steamer	30	.....	.....	Montreal	Maskinonge to entrance Lake St. Peter	Grain
Magnet	do	30	.....	A2	Mooretown .....	.....	.....
Mary Ward	Propeller	505	.....	A2	Chatham .....	.....	.....
Napier, Sir Chas. ..	Brigantine	63	7,000	B1	St. Catharines ..	Toledo to Kingston ..	Timber
North Star	Schooner	374	3,000	B2	Montreal .....	.....	.....
Norwegian	do	185	.....	.....	Oswego	Kingston to .....	.....
Otter	Tug steamer .....	.....	.....	A1	Montreal	Moored at foot of Canal	Light
Ocean Wave	Schooner	98	4,000	A1	Picton .....	.....	.....
Octavia	do	94	3,000	A2	Colborne	Port Colborne to Os- wego .....	.....
Oriental	do	384	14,000	A1	Kingston .....	.....	.....
Otonabec	do	225	.....	Æ	Port Hope	Port Hope .....	.....
Pride of America ..	Barquentine	400	12,000	A2	St. Catharines ..	Toronto to Kingston ..	Light
Ploughboy	Schooner	95	2,900	B2	Milford .....	.....	.....
Prince Edward	do	170	7,000	A1	Picton	Bruce Mines to Colling- wood .....	.....
Queen of the Lakes	do	347	9,000	B1	Kingston .....	.....	.....
Quinlan, E.	Schooner	160	3,500	A2	Port Hope	Oswego to Toronto ..	Ballast
Royal Oak	do	175	.....	B1	Whitby .....	.....	.....
Rudolph	Barge .....	.....	.....	.....	Montreal .....	.....	.....
Shickluna, L.	Propeller	362	26,000	A1	Port Stanley	Milwaukee to Montreal	Wheat
Saucy Jack	Schooner	65	1,500	B1	Port Dover	Kingston to Port On- tario	Barley
Shannon	do	120	2,500	B1	Kingston	Belleville to Oswego ..	do
Swift	do	40	1,000	B1	Toronto .....	.....	.....
Snowbird	do	110	.....	B1	Spanish River	Chicago to Kingston ..	Barley
Tecumseh	do	279	9,000	A2	Goderich .....	.....	.....
Topsey	Steamer	175	.....	A2	Montreal	Sorel for Chambly	None
Three Friends	Schooner	131	5,000	A2	Port Dover .....	.....	.....
Unknown	do .....	.....	.....	.....	Kingston	Point Milford to Oswego	.....
Victor	do	300	14,000	A1	Hamilton .....	.....	.....
Waubuno	Steamer	180	14,500	A2	Parry Sound .....	.....	General
Woodruff	Barquentine	369	4,000	B1	Hamilton	Oswego to Toronto .....	.....
Wenona	Schooner	63	.....	A1	Spanish River .....	.....	.....

on the Lakes and Inland Waters of the Dominion, from 1st January, 1870, to 1871.—*Continued.*

Place where the Casualty happened.	Date.	Nature and Cause of Casualty.	Amount of Damage or Loss, including cost of getting off, &c.		Lives lost, if any.	Approximate Loss on Hull and Cargo.
			Hull.	Cargo.		
South Bay	do 18	Dragged ashore	\$ 600	\$		\$
Lake Ontario	Oct. 31	Lost sails				17,00
Oak Orchard	do 31	Sunk				2,000
Isle of Coves	Nov. 8	Stranded, stress of weather	400			
Timber Island	do 22	Sprung a leak	Slight ..			200
Wellington	Oct. 31	Stranded, driven on wharf				2,000
Outside Pier at Oswego	Aug.	do				
Napanee	do	do				
River Maskinonge	Nov. 21	Struck a snag	200			
Lachine Canal	April 10	Caught fire	400			
Sister Island	Nov.	Stranded	2,600			
do	do 6	do stress of weather				1,000
do	Oct. 18	Lost sails			1	400
Outside Pier at Oswego	Aug. 23	Stranded				
Rideau Canal, Ottawa	Nov. 5	Burnt	4,000			
Napanee	Oct. 18	Stranded				2,000
Colborne	do 31	Driven on wharf	750			
Point au P élée	Aug. 7	Collision	2,000			
Lake Ontario	Oct.	Loss of sails and part of deck load				1,000
Point Frederick, Kingston	do 18	Stranded				4,000
Wapoose Island	do 18	do	500			
Near Cove Island Light	Nov. 21	do misstay	5,000			
Lake Erie		Dismasted				400
Toronto Bar	Oct.	Ran on Toronto Bar	700			
do	do	Loss of sails	1,300			
River Richelieu	Sept. 2	Stranded	1,000			
Welland Canal	Oct. 24	Burnt	2,000	3,000		
Timber Island	do 18	Stranded; parted chains	600	3,000		
Bay Quinte	do 18	do				1,500
Timber Island	do 18	do	2,000			
Georgian Bay	August ..	do	400			
Lake Michigan	Sept. 6	Struck by lightning, splitting masts, &c.				1,000
do	Oct. 18	Lost boat and sails				
Isle-au-Cerf, River Chambly ..	May 11	Fire; total loss	10,000		1	
do	Oct. 10	Rats ate a hole in her				500
Four Mile Point	do 27	Stranded	1,000			
Port Colborne	do	Lost anchor and sails	1,200			
Indian Harbor, Lake Huron ..	Oct. 26	Stranded				700
do	Nov. 7	Lost sails	500			
Near Detroit	Nov.	Stranded	500			

WRECKS and CASUALTIES that have happened to American

Name of Vessel.	Description of Vessel.	Tons.	Value.	Class.	Port of Hail.	Voyage she was on.	Nature of Cargo.
Missouri	Propeller ...	664	...	...	Buffalo	Buffalo to Detroit.	Merchandise..
Empire	Steam barge .....	...	20,000	...	...	Saginaw to Buffalo. .	Lumber
Allen, E. B.	Schooner	235	20,000	...	Chicago, U.S.	Perry Sound to Chicago	Lumber
S. L. Robinson ...	do .....	...	...	...	...	For Montreal .....	...
Medora, Ada ...	do .....	...	...	...	...	Kelly's Id. to Saginaw.	...
Henry, Anna ...	do	132	3,000	...	...	...	...
Meisel, C. G. ...	do .....	...	...	...	...	...	...
Chenango	Barque .....	...	...	...	Chenango	Chicago .....	...
City	Schooner	237	...	...	Cleveland	Cleveland to Geor. Bay	...
Glad Tidings ...	do .....	...	...	...	Detroit	Detroit to Buffalo. ....	...
Guiding Star ...	Steamer	619	20,000	...	do	Buffalo to Detroit. ....	...
Robinson, Kate.	Schooner	275	...	...	...	Richmondville to Fall River	...
Pebble	do .....	...	...	...	...	...	...
Tartin	do	188	7,000	...	Buffalo	Buffalo to Toledo .....	...
Keith, W. G. ...	Barge	211	9,700	...	Chicago	Milwaukee to Port Colborne	...
City of Tawas ...	Brig	600	25,000	...	Detroit	Detroit to Buffalo.	Lumber
Montpelier	Schooner .....	...	25,000	A1	do	Chicago to Oswego....	Corn

Vessels in Canadian Inland Waters, during Year 1870.

Place where the Casualty happened.		Nature and Cause of Casualty.	Amount of Damage or Loss, including cost of getting off &c.		Lives lost, if any.	Approximate Loss on Hull and Cargo.
			Hull.	Cargo.		
Barwell	Oct. 26	Stranded on entering port	\$	\$		\$
Long Point Cut		Went ashore and broke to pieces ..	20,000	20,000		
Spectacle Reef		Stranded, stress of weather	850			
Parry Sound	Nov.	Struck a rock and sprung a leak ..	1,500			
Long Point		Stranded				
Point-aux-Sables	Oct.	Sprung a leak				
Bois Blanc Island	Aug. 17	Collision, carelessness; run down by propeller "Free State"	1,000	200	2	
Point Maitland		Stranded				
Near Isle of Coves	July 17	Stranded, stress of weather	2,200			
Port Maitland	July 17	Explosion of boiler	30,000		4	
Point Frederick	Oct. 18	Stranded, stress of weather	3,500			
Three Brothers	do 27	do do	1,000			
Point Peleé	Nov. 22	do do	7,000			
Long Point	Oct. 31	do do	9,700		1	
Point Peleé	Nov. 5	do deceived by lights	5,000	500		
Five miles above Sarnia	do 23	Ran ashore in a snow storm, when in tow of tug "Rockaway"	10,000	8,000		

APPENDIX No. 20.

STATEMENT of the Amount of Collections and Expenditure on account of Harbor Improvements made at the undermentioned Ports at which Tonnage Dues have been imposed by Proclamation, for the Fiscal Year ended the 30th June, 1870.

Receipts.	No. of Ships.	No. of Tons.	Amount.	Amount.
			\$ cts.	\$ cts.
MAGDALEN ISLANDS.				
House Harbor.....		597	59 70	
Amherst.....	118	4,839	483 90	
	118	5,436	543 60	543 60
NEW BRUNSWICK.				
Bathurst.....	59	10,026	1,002 60	
Richibucto.....	90	19,784	1,978 40	1,002 60
				1,978 40
Total Collected.....				2,524 60
EXPENDITURE on account of Harbor Improvements, for year ended 30th June, 1870:—				
Amherst, blasting rocks in channel.....			600 00	
Total Expended.....				600 00

NOTE.—Since the 30th June, 1870, there has been expended a further sum of \$1,156.74, for improving Amherst Harbor, and the sum of \$2,000 has been paid for Charter of a Steamer at Richibucto, for services performed during the season of 1869.

WM. SMITH,
Deputy of the Minister of Marine and Fisheries.

APPENDIX No. 21.

DR.

DECAYED Pilot Fund, in Account with Treasurer of the Trinity House, Montreal.

CR.

	1870.	\$	cts.	1870.	\$	cts.		\$	cts.
Jan. 17.	To paid Olivier Abelle, on account of Pension, to 1st Feb.	5	00	Jan.	1.	5	00	By Balance in Treasurer's hands	1,155 99
do 18.	Olivier Remond do do	5	00	do	8.	5	00	Received six months' interest on £400, Government Debentures, No. 2,797 and 3,016, to 1st inst.	48 00
Feb. 1.	Pierre Page, three months' Pension, to 1st inst.	12	00	do	8.	12	00	Received six months' interest @ 5 % on £300, Harbor Debentures, No. 13 to 27, to 5th inst.	30 00
do 1.	Olivier Abelle, balance of three months' Pension to 1st inst.	10	00	May	8.	10	00	Received six months' interest on £1,450, Water Works Debentures, to 1st inst.	234 00
do 1.	Widow F. Duberd, three months' Pension to 1st inst.	12	00	do	8.	12	00	Received six months' interest on £250, Government Debentures, No. 3,703 to 1st inst.	30 00
do 1.	Widow G. Boudreau do do	12	00	do	26.	12	00	Received from Captain of Brigantine <i>Warralite</i> , Poundage from Montreal to Quebec	1 25
do 1.	do C. Hamelin do do	15	00	June	1.	15	00	Received from Collector of Customs, Poundage on Pilotage for May	129 89
do 2.	Joseph Mathien do do	9	00	July	1.	9	00	Received from Collector of Customs, Poundage for June	178 54
do 2.	Widow A. Belcourt do do	15	00	do	6.	15	00	Received six months' interest on £400, Government Debentures, No. 2,797 and 3,016 to 1st inst.	48 00
do 2.	Antoine Maynard do do	9	00	do	6.	9	00	Received six months' interest @ 5 % on £300, Harbor Debentures to 5th inst.	30 00
do 2.	Widow A. Mathon do do	6	00	Aug.	1.	6	00	Received from Collector of Customs, Poundage on Pilotage for July	228 05
do 3.	do J. Lacoursie do do	6	00	Sept.	1.	15	00	Received from Collector of Customs, Poundage for August	201 07
do 3.	Olivier Termond, balance of three months' Pension, to 1st inst., \$10, and \$5 in advance	15	00	Oct.	1.	15	00	Received from Collector of Customs, Poundage for September	177 33
do 7.	Widow L. Bouillie, three months' Pension to 1st inst.	15	00	Nov.	1.	15	00	Received from Collector of Customs, Poundage for October	163 83
do 7.	David Bouillie, three months' Pension to 1st inst.	15	00	do	6.	15	00	Received six months' interest on £1,400, Water Works Debentures to 1st inst.	168 00
do 7.	Widow H. Belisle do do	12	00	do	6.	12	00	Received six months' interest on Government Debentures £250 to 1st inst.	30 00
do 7.	do S. Belisle do do	15	00	do	19.	10	00	Received from E. Tonkin, Poundage on Pilotage, Barque from Three Rivers to Quebec	1 05
do 7.	do N. Bouillie do do	15	00	do	23.	12	00	Received from L. A. Bouillie, Poundage on his Wages as Pilot of Steamer <i>Meteor</i> , from 7th September	7 14
do 8.	do N. Raymond do do	15	00	do	25.	15	00	Received from L. A. Bouillie, Poundage on his Wages, as Pilot for Richelieu Company	37 50
do 11.	do J. Faquet do do	15	00	Dec.	1.	15	00	Received from Collector of Customs, Poundage on Pilotage for November	288 29
do 14.	do J. Boe-z do do	15	00	do	12.	9	00	Received from Z. Bouillie, Poundage on his Wages as Pilot of the Steamer <i>Rocket</i> , for 1870	25 00
do 22.	do J. Boe-z do do	15	00	do	31.	12	00		
April 25.	François Dubec do do	15	00						
May 2.	Charles Hamelin do do	15	00						
do 2.	Olivier Boudreau, six do do	30	00						
do 2.	Olivier Abelle, three do do	15	00						
do 2.	Olivier Remond, balance of three months to 1st inst.	10	00						
do 2.	Pierre Page, three months, Pension to 1st inst.	12	00						
do 2.	Widow Z. Boudreau do do	12	00						
do 2.	Charles Hamelin do do	15	00						
do 2.	Widow T. Duberd do do	12	00						
do 3.	do C. Hamelin do do	15	00						
do 3.	do J. Lacoursiere do do	6	00						
do 3.	do N. Raymond do do	15	00						
do 3.	do J. Pimpalon, six do do	18	00						
do 3.	Joseph Mathieu, three do do	9	00						
do 3.	Widow A. Mathon do do	9	00						
do 4.	do J. Beaudry do do	12	00						
Carried forward								3,212 94	

Carried forward

do	7	Charles Hamelin, six	do	20 00
do	7	Olivier Remond, balance of three months' Pension to 1st inst.	do	10 00
do	9	Joseph Mathien	do	9 00
do	9	Widow A. Mathon	do	9 00
do	9	do of J. Beaudry	do	12 00
do	9	do J. Jas. Paquet	do	15 00
do	9	do Jas. Bauez	do	15 00
do	12	do L. D. Poullie	do	15 00
do	12	do N. Boulie	do	15 00
do	12	David Poullie	do	15 00
do	12	Widow S. Belisle	do	15 00
do	12	Antoine Mayrand	do	9 00
do	12	The Heirs of the late Widow J. Timpalton, to 9th September, date of decease	do	13 00
do	12	Frangois Dolbec, three months' Pension to 1st inst.	do	15 00
do	22	Widow H. Delisle	do	12 00
do	22	do N. Raymond	do	15 00
Dec.	28	R. Moat	do	1,000 00
		Montreal City Bond, @ 10½ per cent.	do	1,031 34
		Brokerage ½ per cent.	do	922 60
		Sixty-nine days' interest, 6 per cent.	do	11 34
do	31	Balance per Contra	do	17,722 60
			1870, Dec, 31. By Balance in Treasurer's hands	922 60
				\$3,126 94

STATEMENT OF FUNDS.

Montreal City Bonds	\$1,000 00
Montreal Water Works Bonds	7,800 00
Montreal Harbor Bonds	3,200 60
Government Debentures	4,800 00
Cash in Treasurer's Hands	922 60

Examined and found correct. Balance in Treasurer's hands on 31st December, 1870, Nine hundred and twenty-two dollars and sixty cents.

J. E. COTTE, } *Auditors.*
 BEN. LYMAN, }
 E. D. DAVID, *Treasurer.*

APPENDIX No. 22.

MOVEMENTS OF DOMINION STEAMERS AT QUEBEC FROM THE 1st JULY, 1869, TO 30TH JUNE, 1870.

STEAMSHIP NAPOLEON III.

1869.

July 17.—Arrived at 4 p.m. from Belle Isle, Forteau, west, south-west and east Point, Anticosti, Cape Rosier, and Point des Monts.

July 21.—Left at 5 p.m. to replace a buoy in the Traverse.

July 22.—Arrived at 4 p.m.

July 26.—Left with new buoy for Traverse at 2 p.m.

July 27.—Arrived at 3 p.m.

August 3.—Left at 11 a.m. for Lower Provinces with His Excellency the Governor General and staff, on an official visit to the Lower Provinces.

August 23.—Arrived at 4.45 a.m.

September 11.—Left at noon for River du Loup to meet His Royal Highness Prince Arthur and suite. Visited the Saguenay.

September 15.—Arrived at noon with His Royal Highness Prince Arthur and suite.

September 18.—Left at 11 a.m. with His Royal Highness Prince Arthur for Montmorency Falls, and arrived at noon same day.

September 28.—Left at 4.30 p.m. for the different light-houses in the Gulf as far as Belle Isle, heavily laden with supplies and provisions.

October 18.—Arrived at 3.30 p.m. from Belle Isle.

November 6.—Left 5 a.m. for Barnaby Island for the wrecked ship *Advance*.

November 8.—Arrived at 10.45 a.m. from Barnaby Island. Received \$500 for this service.

November 8.—Left at 6.30 p.m. for Escoumains for the wrecked ship *Corsica* aground.

November 10.—Arrived at midnight from Escoumains 53 hours. Received for service \$662 50.

November 16.—Left at 8 a.m. with ship *Atlantic* for Bic.

November 18.—Arrived at 3.30 p.m. from Bic. Received \$400 for service.

November 22.—Left at 3.30 p.m. for Port Neuf to take up the buoy.

November 23.—Arrived at midnight from Port Neuf.

November 25.—Left at 4.30 p.m. for Bic with barques *Marie Octavie* and *Aurelie*.

November 26.—Arrived at 8 p.m. with barques *Marie Octavie* and *Aurelie*, cut through by ice and unable to proceed to sea. \$400 for service.

November 27.—Left at 4.30 a.m. to assist ships caught in ice.

November 27.—Returned from below at 7 a.m. with the barque *Lady Agnes* taken off Goose Island, where she was aground surrounded with ice. Also brought up the barque *Mona* so badly cut by ice that was obliged to ground her near St. Michel to keep from foundering. \$450 for service.

November 28.—Left again at 3 a.m. Sunday morning to render aid to such ships as might yet be in the ice. Total number supposed to be seven or eight belonging to sundry owners. Orders to captain to run as far out in Gulf as to assure him of all being safe.

December 1.—Returned at 3 p.m., having brought up the light-ship and seven buoys. Captain Gourdeau reports, found all vessels reported in ice gone out. Went down as far as Bic; brought back eight pilots from off pilot schooner No. 4. Came back by north channel. Great deal of ice five miles west of Isle au Coudre, till east end Island of Orleans,

which was very difficult to get through. Heavy snow-storm and fog towards night. Spoke barque *Chaudiere* at anchor at Hare Point. Went over to White Island for barque *Etna* and ship *Rock City* supposed to be anchored to southward of White Island. Saw vessels at Brandy Pots, supposed to be one of them. Went there and found it a schooner, being dark. Sent boat ashore to lighthouse to enquire if any vessels were near; was told that all had left with fair wind early that morning, and at 11 a.m. were out of sight below Green Island. Laid over till 3.30 a.m., and run down to see if they were about Bic where pilot schooner No. 4 returned with the pilots from the vessels we were in search of, who stated that the ships would be below Metis by that time. We then returned for Quebec.

The following resolutions of the Quebec Board of Trade was forwarded to this agency of the Department of Marine and Fisheries :—

Copy of resolution passed on the 30th November, 1869, at a meeting of the Council of the Quebec Board of Trade.

That the thanks of the Council of the Quebec Board of Trade are due to the Hon. Peter Mitchell, Minister of Marine and Fisheries, to J. U. Gregory, Esq., manager of the Government steamers, and the officers under his control, for the very prompt and efficient services rendered by them during the present month, in saving such a large amount of property, and giving valuable aid to the several ships caught in the ice in the Lower St. Lawrence.

December 2.—Went into winter quarters at Blais' Booms.

1870.

April 13.—Left Blais' booms for Government wharf.

April 19.—Left at 10.30 a.m. to lay down buoys and station light-ship at the Traverse.

April 22.—Arrived at 4 p.m. from Traverse.

May 16.—Left for Green Island at 4 p.m. to replace a buoy.

May 17.—Arrived at 10 p.m. from Green Island.

June 16.—Left at 3 a.m. for Carriboo Point to assist the wrecked barque *Emma*.

June 18.—Arrived at 8 p.m. from Cariboo Point with 11 hogsheads, 14 quarter casks, 8 octaves of brandy, 3 octaves vinegar, 6 bags nuts. Balance of cargo having been picked up by a passing schooner. Received for service \$350.

STEAMSHIP LADY HEAD.

1869.

July 8.—Left at 3 a.m. for Traverse to put down a buoy.

July 8.—Arrived at 3.30 p.m. from Traverse.

July 19.—Left Quebec at 2.30 p.m. from River du Loup, Metis, Dalhousie, Miramichi, and Shediac.

August 6.—Arrived at Quebec at 4.30 a.m. from Shediac.

August 6.—Left for Traverse to replace buoy carried away.

August 7.—Arrived at 4 p.m.

August 10.—Left at 10 a.m. for Cape Chatte to place beacons and examine site of lighthouses.

August 22.—Arrived at 9 p.m. from Cape Chatte.

September 1.—Left at 10 a.m. with apprentice pilots to survey the north channel in accordance with Act of Parliament.

September 9.—Arrived from north channel with apprentices of pilots.

September 10.—Left at 4.30 p.m. for wrecked ship *Preciosa*.

September 12.—Arrived at 11 a.m. from wrecked ship *Preciosa*.

September 14.—Left at 5 p.m. to meet His Royal Highness Prince Arthur at L'Islet, having on board General Stisted, Hon. Mr. Dunkin, and others.

September 15.—Arrived at 2 a.m. from L'Islet.

September 22.—Left at 1 p.m. for Isle au Coudre to replace a buoy.

September 23.—Arrived at 1 p.m.

October 4.—Left at 4 p.m. to supply lighthouses as far as Father Point.

October 16.—Arrived at 1 p.m. from Father Point with ship *Manilla* in tow. \$200 for service.

November 4.—Left at 6 p.m. for Egg Island to assist wrecked ship *Doctor Jantzen*. Saved her cargo, which brought several thousand dollars revenue in duties to the Customs Department, and \$1,200 received for services of steamers.

November 11.—Arrived at 4.30 p.m.

November 16.—Left at 6.30 a.m. to lift up the buoys.

November 21.—Arrived from below with the buoys at 11 a.m.

November 22.—Left at 3 p.m. for winter quarters at Palais Harbor.

1870.

April 23.—Arrived from winter quarters.

April 25.—Left at 5 p.m. with buoys for the Lower St. Lawrence.

April 29.—Arrived at 4 p.m. from Lower St. Lawrence, having placed all the buoys.

April 29.—Left at 5 p.m. with buoy for Port Neuf.

April 30.—Arrived from Port Neuf at 5 a.m.

May 14.—Left at noon for Pictou to take the place of the steamer *Druid* at Halifax.

STEAMER DRUID.

June 13.—Steamer *Druid* arrived at 5 a.m. from Halifax.

June 20.—Left at 6 a.m. with a buoy for the Traverse.

June 20.—Arrived at 8 p.m. from Traverse.

June 23.—Left for Traverse at 1 p.m. to replace a buoy, also to place one in north channel.

June 24.—Arrived at 6 a.m. from Traverse and north channel.

June 25.—Left at 10.30 a.m. for quarantine station at Grosse Isle.

June 26.—Arrived at 8.30 p.m. from Goose Isle.

June 27.—Left at 1.30 p.m. from Traverse to replace a buoy.

June 28.—Arrived at noon from Traverse.

J. U. GREGORY,
Agent.

QUEBEC, 1st December, 1871.

APPENDIX No. 23.

STATEMENT of the Trips made by the Steamships of the Quebec and Gulf Ports Steamship Company, between Quebec and Pictou, calling at intermediate Ports, from the opening to the close of navigation, 1870, under their agreement with the Government of the Dominion of Canada, with the time of arrival and departure at Quebec and Pictou.

Name of Steamer.	No. of Trip.	Date of Departure from Quebec.	Date of Arrival at Pictou.	Date of Departure from Pictou.	Date of Arrival at Quebec.
Steamship Gaspe..	1	May 2, 4 p.m.	May 8, 11 p.m.	May 9, 7 p.m.	May 17, 1 a.m.
" Secret..	1	" 10, 4 "	" 18, 11 "	" 19, 11 "	" 24, 4.15 "
" Gaspe..	2	" 17, 4 "	" 22, 6.30 "	" 24, 8 a.m.	" 18, 4.30 "
" Secret..	2	" 25, 4 "	" 29, 9.45 "	" 31, 7.15 "	June 4, 7 "
" Gaspe..	3	" 31, 4 "	June 5,	June 7, 7 "	" 11, ..
" Secret..	3	June 7, 4 "	" 12, 1.30 p.m.	" 13, 11 p.m.	" 18, 7.30 "
" Gaspe..	4	" 14, 4.30 "	" 19, 3 a.m.	" 21, 7.30 a.m.	" 25, 2 p.m.
" Secret..	4	" 21, 4 "	" 25, 11 p.m.	" 28, 7.30 "	July 2, 7.30 a.m.
" Gaspe..	5	" 28, 4.30 "	July 3, 4.20 "	July 5, 7 "	" 9, 5.30 p.m.
" Secret..	5	July 5, 4.15 "	" 10, 3.30 "	" 12, 7.10 "	" 16, 6.15 a.m.
" Gaspe..	6	" 12, 4 "	" 17, 3 "	" 19, 7 "	" 23, 4 "
" Secret..	6	" 19, 4.20 "	" 23, 2.30 "	" 26, 7 "	" 30, 2.30 p.m.
" Gaspe..	7	" 26, 4 "	" 31, 3.45 "	Aug. 2, 7 "	Aug. 6, ..
" Secret..	7	Aug. 2, 4.05 "	Aug. 6, 5.10 "	" 9, 7 "	" 13, 8.30 a.m.
" Gaspe..	8	" 9, 4.10 "	" 14, 4.10 "	" 16, 7 "	" 20, 6 "
" Secret..	8	" 16, 4.45 "	" 20, 2.40 "	" 23,	" 27, 6.30 p.m.
" Gaspe..	9	" 23, 4.10 "	" 28, 6.30 "	" 30, 7 a.m.	Sept. 3, 5 a.m.
" Secret..	9	" 30, 4.50 "	Sept. 3, 5 "	Sept. 6, 7 "	" 10, 8 p.m.
" Gaspe..	10	Sept. 6, 4 "	" 11, 1 "	" 13, 7.30 "	" 17, ..
" Secret..	10	" 13, 4.10 "	" 17, 5.30 "	" 20, 9 "	" 24, 9 a.m.
" Gaspe..	11	" 20, 4 "	" 25, 2.30 "	" 27, 7 "	Oct. 1, 9 "
" Secret..	11	" 27, 4.15 "	Oct. 2, 3.30 "	Oct. 4, 7 "	" 8, ..
" Gaspe..	12	Oct. 4, 4 "	" 10, 2.30 a.m.	" 11, 7 "	" 16, ..
" Secret..	12	" 11, 4.10 "	" 16, 9.30 "	" 18, 7 "	" 23, 9.30 "
" Gaspe..	13	" 18, 4 "	" 25, 7.30 "	" 25, 8.30 p.m.	" 31, 8 "
" Secret..	13	" 25, 4 "	" 31, 3.25 "	Nov. 1, 7.30 a.m.	Nov. 8, 6 "
" Gaspe..	14	Nov. 1, 5.30 "	Nov. 8, 4 "	" 9, 7 p.m.	" 16, 5 p.m.
" Secret..	14	" 9, 4 "	" 15, 10.30 p.m.	" 17, 7.15 a.m.	" 24, 3 "
" Georgia.	1	" 14, 6 "	" 19, 6.30 "	" 22,	Dec. 7, 7 a.m.
" Gaspe..	15	" 17, 8 "	" 21, noon	" 21, 5 p.m.	Nov. 25, 10 "

REMARKS.

S. S. GASPÉ.

Tuesday, May 3rd.—3 p.m., strong breeze sprung up from east; 8 p.m., St. Anné, bearing south, strong breeze east; midnight, strong breeze and snowing, running half speed; 9 a.m., sighted Fox River—thick snow.

Thursday, May, 5th.—1 a.m., passed Paspébiac proceeding for Dalhousie, when off Red Church got into a field of ice, stopped engines and lay to till day light. At 3.30, seeing it was impossible to get through the ice, put back for Paspébiac at 2 a.m., fell in with a large field of ice, but found a passage near New Brunswick shore, at 8 p.m. anchored off Escuminac light, wind, south-east, and very dark—snowing.

Friday, May 6th.—At 4 a.m. hove anchor and steamed for Chatham, and arrived at Newcastle 1.15; left 6.30, at 7.40 came to anchor for daylight to go over Bar.

Saturday, May 7th.—At 4.30 hove anchor, and proceeded for Shediak; 11 A.M., sighted large field of ice, ship going half speed; 7 P.M., arrived at Shediak, landed freight and passengers, and moored ship for the night, the straits being full of ice.

Sunday, May 8th.—4 A.M., left Shediak, going half speed amongst the ice; 11 A.M., could not steam through the ice, stopped the engine, fearing to break some of the gear; 1 P.M., tried again, the ice seemed to get loose; 2 A.M., got out in clear water, steering for Prince Edward Island, found a passage near the shore in four and five fathoms of water, going full speed; arrived at Pictou at 11 A.M.

Monday, May 9th.—7 P.M., left Pictou; wind north-east, dark and cloudy.

Tuesday, May 10th.—Commences dark and snowing; 2 A.M., fell in amongst the ice, going very slow; 4 A.M., Cape Tormentine, bearing west south-west, going half speed; 6 A.M., abreast of Shediak, no possibility to go in, the Bay being blocked up with ice, proceeded for Chatham; 8 A.M., anchored off Granddown Island—very dark and cloudy.

Wednesday, May 11th.—Commences with rain and north-east wind; 4 A.M., hove anchor; 6 A.M., arrived at Chatham; 7 A.M., left for Newcastle; 8.15, arrived at the Wharf; 9.15, left Newcastle, wind north-east, with little rain; 11 A.M., passed Escuminac, wind north-east, with little fog; 2.30, fell in amongst the ice with thick fog, stopped the engine; 6.30, clearing up a little, started ahead slow; 7 P.M., stopped, being amongst the ice and thick fog.

Thursday, May 12.—4 A.M., started ahead, raining heavy and thick fog; 5 A.M., weather clearing up, started ahead full speed; 9 A.M., Miscou light; arrived at Paspebiac at 12.15, and laid there waiting for S. S. *Secret*; 3 P.M., *Secret* arrived and anchored near us, transferred freight and passengers on board *Gaspé* for Dalhousie; 8 A.M., finished taking in freight, but would not attempt to proceed for the ice and fog.

Friday, May 13th.—6 A.M., fog clearing up a little; left Paspebiac going half speed; 10 A.M., fell in amongst the ice going very slow; 2 P.M., got out clear of the ice, weather clearing up, going full speed; arrived at Dalhousie at 3.30, landed freight and passengers, and left at 6 P.M., with calm weather; 8 P.M., fell in amongst the ice; 10 P.M., having very thick fog and the Bay full of ice, stopped the engine.

Saturday, May 14th.—5 A.M., started ahead very slow; 6 A.M., stopped, being too thick to find a passage through the ice; 8 A.M., clearing up a little, going ahead slow; 11 A.M., got out of the ice; 1 P.M., going half speed, very thick fog; 2 P.M., clearing up, going full speed; 7 A.M., arrived at Percé, weather clearing up, proceeded for Gaspé Basin; 10 P.M., stopped off Douglstown, with thick fog.

Sunday, May 15th.—3 A.M., weather clearing up, started for Gaspé.

Tuesday, May 17th.—10 P.M., left Quebec, weather fine and dry, with a light breeze east.

Thursday, May 19th.—At 3.30 P.M. arrived at Percé at 6.35 and left 10 P.M.; very thick with smoke; going half speed; 11.45 stopped the engines and laid to with the main sail set and kept the lead going.

Friday, May 20th.—Commences with a north-west breeze, and very thick smoke; 3.45 A.M., started ahead half speed; 4 A.M., clearing up a little, going ahead full speed.

Sunday, 22nd.—Wind south-east and dark with smoke; 12.30 A.M., anchored outside of Shediak; 4 A.M., hove anchor and arrived at Shediak at 5 A.M.

Wednesday, May 25th.—Commences with rain and fog; 1 A.M., going half speed; arrive at Newcastle at 10 A.M., waited for the mail, and left at 11.30 A.M., weather foggy, with a little rain; 3 P.M., crossed the bar; 8 P.M., going half speed, with fog and rain, kept the lead going.

Thursday, May 26th.—Commences with fog and a light breeze.

Thursday, June 2nd.—Commences with east wind hazy; arrived at Paspebiac at 7 P.M., left at 8 P.M.; 11 P.M., going slow, very thick with smoke, lead going.

Friday, June 3rd.—Commences with calm and very dark with smoke; 1.15, anchored off Point Maguasha; 3 A.M., hove anchor, and arrived at Dalhousie at 3.40, left at 6.25, passed Miscou Light at 2 P.M.; 9.30, anchored outside the bar of Miramichi.

Saturday, June 4th.—A light breeze south-west, and thick smoke; 4 A.M., hove anchor, and arrived at Chatham at 7 A.M.

Sunday, June 5th.—A light breeze south, and very dark ; 1 A.M., anchored off Shediac Harbour ; 3 A.M., hove anchor, and arrived at the Wharf at 5 A.M.

Tuesday, June 7th.—Arrived at Shediac at 5.30, left at 7.30 P.M. ; 10 P.M., very thick with smoke, going half speed.

Wednesday, June 8th.—Commences very dark and foggy ; 5 A.M., crossed the bar of Miramichi, going very slow, with the lead going ; 9 A.M., anchored below Middle Island, very thick fog ; 11 A.M., weather clearing up, hove anchor and proceeded up the river.

Thursday, June 9th.—Very dark ; 4 A.M., arrived at Percé ; 5.30, left, weather foggy ; arrived at Gaspé Basin at 8.15.

Friday, June 10th.—A light breeze east, and fog ; 7 A.M., weather clearing up.

Tuesday, June 21st.—11 P.M., raining heavy, and very dark.

Wednesday, June 22nd.—3 A.M., left Shediac, blowing half a gale north north-west, and heavy rain ; anchored off Granddown Island at 8.40 P.M.

Thursday, June 23rd.—2.30 A.M., hove anchor and proceeded down the river.

Thursday, June 30th.—Wind east, with rain ; 9 P.M., weather clearing up ; 11 P.M., going very slow ; 11.30 P.M., anchored in five fathoms water.

Friday, July 1st.—2.30 A.M., hove anchor ; 8.30, anchored outside the bar of Miramichi.

Saturday, July 2nd.—2.30 A.M., hove anchor and proceeded up the river arrived at Chatham at 6 A.M.

Sunday, July 3rd.—1 A.M., stopped the engines and laid to ; 3 A.M., started ahead.

Wednesday, July 6th.—Thick smoke ; 1 A.M., anchored outside the bar in six fathoms ; 3 A.M., hove anchor and proceeded up the river half speed ; 7 A.M., weather clearing, going full speed ; arrived at Chatham at 7.30—thick smoke ; 11 P.M., going half speed.

Thursday, July 7th.—Wind west, and very dark ; 8 P.M., off Cape St. Anné ; wind east, with smoky weather.

Friday, July 8.—Wind west, and thick smoke ; 1 A.M., stopped the engines ; 3 A.M., started ahead, light breeze south, with smoke ; 9 A.M., off St. Flavie, thick fog on the river, going half speed.

Tuesday, July 12.—4.30 left Quebec, strong breeze, east, north-east, with heavy rain ; 9 P.M., very thick fog, anchored off Goose Island, reef in 6 fathoms water ; 11.30 weather clearing up ; hove anchor and proceeded down the river.

Wednesday, July 13th.—Light breeze south-west, and a little fog ; 3 A.M., passed the Light ship ; 4 A.M., very thick fog, going very slow ; 9 A.M., weather clearing up, going full speed.

Saturday, July 16th.—Wind north-west ; 1 A.M., anchored off Escuminac ; 3 A.M., hove anchor and proceeded up the river.

Sunday, July 17th.—1 A.M., anchored in Shediac Bay in 6 fathoms water ; 3.30 A.M., hove anchor.

Thursday, July 21st.—Dark and smoky weather ; 12.15 A.M., going slow ; 1 A.M., stopped the engine ; 3 A.M., started a-head.

Friday, July 22nd.—Wind, west, and thick smoke ; 8 P.M., off Kamouraska, thick smoke on the river ; 10 P.M., off the light-ship.

Saturday, July 23rd.—A strong breeze south-west and thick smoke.

Friday, July 29th.—Wind south, and very dark ; 9.20, anchored outside the bar in 7 fathoms.

Saturday, July 30th.—Wind west, and rain ; 4 A.M., hove anchor.

Sunday, July 31st.—Strong breeze, north-west, and rain ; 1 A.M., anchored at Shediac Bay in 8 fathoms water ; 4 A.M., hove anchor and arrived at the wharf at 5 A.M.

Wednesday, August 3rd.—Strong breeze north-west ; 1 A.M., anchored outside the bar in 6 fathoms ; 3.30, hove anchor ; arrived at Newcastle at 9 A.M., left at 9.20 ; 12.15 P.M., crossed the bar.

S. S. *Secret*, Trip No. 1.—Gulf full of ice, could not reach Dalhousie ice being packed in Bay on down trip, met Gaspé and transferred mails and passengers to her, detained 2½ days by ice in Shediac.

Trip No. 3.—Delayed 12 hours by fog between Father Point and Gaspé.

S. S. *Gaspé*, Trip No. 8.—At 2 A.M., Wednesday, anchored off Pilgrims, thick fog, and remained till noon. Saturday, 13th August, arrived at Shediac; 1 A.M., anchored until 4 for daylight to go in, got to Wharf at 5 A.M.

S. S. *Secret*, Trip No. 9.—Anchored for 6 hours inside Miramichi bar on account of gale on Wednesday, 7th September.

S. S. *Gaspé*, Trip No. 9, Thursday, 25th August.—10 P.M., anchored off Maguasha, thick fog, proceeded at 4 A.M.; 26th, arrived at Bar Miramichi at 1 A.M., remained till 4 A.M. for daylight.

S. S. *Secret*, Trip No. 11.—Detained 4 hours by fog at Shediac, and lost six hours between Newcastle and Dalhousie, owing to the storm from north-east; detained 8 hours by fog and easterly wind at Shediac on downward trip.

S. S. *Gaspé*, Trip No. 11, Saturday, October 1st.—Detained four hours by fog.

S. S. *Secret*, Trip No. 12.—Detained 8 hours between Shediac and Chatham, on 19th October by westerly gale; detained at Paspebiac on night of 20th by fog. No mail received at Point-du-Chene.

S. S. *Gaspé*, Trip No. 12, Tuesday 4th October.—8 P.M., anchored off Crane Island, owing to thick fog; Saturday, October 8th, lay at Wharf at Newcastle all night; Wednesday, 12th October, detained 12 hours in fog; Friday, 14th October, 1 P.M., anchored at Mount Louis, blowing half a gale.

S. S. *Secret*, Trip No. 13.—Anchored off Pictou for 20 hours on 1st November, on account northerly gale; anchored for 12 hours off Cape Rosier on 6th on account northerly gale; detained 8 hours at Paspebiac by snow storm, and 12 hours at Newcastle by easterly gale.

S. S. *Gaspé*, Trip No. 13, Thursday, October 20th.—Anchored at Percé, blowing half a gale; October 20th, anchored inside Miramichi Bar, waiting for daylight to go out; October 26th, at 10 P.M., anchored outside Bar at Miramichi, for daylight; October 28th, at 6 P.M., anchored at Griffin's Cove till 10 A.M.; 29th October blowing a gale.

S. S. *Secret*, Trip No. 14.—Anchored in Gaspé Bay from Thursday, afternoon, till Friday morning, blowing perfect gale from north-east; Percé bag was landed at Paspebiac, it being impossible for boat to come off at Percé; detained by fog and snow storm returning.

S. S. *Gaspé*, Trip No. 14, Thursday, November 3rd.—Detained 12 hours for boats to come out, blowing hard; Saturday, 5th November, detained 20 hours Dalhousie, too rough for soon to come alongside, anchored at 5 P.M., off Granddown Island, strong north-east wind and fog; hove anchor 7 A.M., Sunday.

S. S. *Georgia*, Trip No. 1.—On the 23rd November wind from south, south-east, with snow; at 6 A.M., a perfect gale from south, south-east, with heavy snow storm; hove ship to under mainsail. On the morning of the 24th, the main gaff broke in three places and the ship rolled very heavily, were 23 hours laying to during the storm. After the gale went into Percé, on leaving that place turned the engine a-head, but the screw got loose on the shaft and would not work. Then set the sails and sent the ship's boats a-head to help to tow the vessel to Bonaventure Island, anchorage; made several efforts to fix the screw but could not succeed; remained there until the 29th ult., when we proceeded under sail to Chien Blanc, anchorage. Found the ship to act well under canvas, lay there until the S. S. *Gaspé* arrived and helped to tow the *Georgia* into *Gaspé* Basin; got the screw fixed on the shaft and left *Gaspé* on Sunday morning, the 4th inst. Experienced very strong north-west winds from there to Metis, and fine weather to Father Point.

S. S. *Gaspé*, Trip No. 15, November 19.—At 4 P.M., anchored off Sandy Beach, south-east wind and snow storm; hove anchor at 7 A.M.; Sunday, November 24, strong north-west wind. Boats not able to come off from Father Point. 6 P.M., anchored off Pilgrims, 10 P.M., hove anchor and proceeded.

I William Moore, Manager of the Quebec and Gulf Ports, Steamship Company, make oath and say, that to the best of my knowledge and belief, the foregoing statements are true and correct.

(Signed),

W. MOORE.

Sworn before me this ninth day of December, 1870.

(Signed),

P. GARNEAU, J.P.

APPENDIX No. 24,

NOTICE TO CANDIDATES FOR EXAMINATION AS MASTERS AND MATES AND RULES AND REGULATIONS RELATING THERETO.

The examinations will be held in the ports of Montreal, Quebec, St. John and Halifax, at such times as may be decided upon by the Minister of Marine and Fisheries, of which due notice will be given. Place of examination.

Testimonials of character and of sobriety, experience, ability and good conduct on board ship, will be required of all applicants, and without producing them, no person will be examined. As such testimonials will have to be closely examined by the examiners for verification, before any certificates can be granted, it is desirable that Candidates should lodge them as early as possible. The testimonials of servitude of foreigners and of British seamen serving in foreign vessels, must be confirmed either by the Consul of the country to which the ship in which the Candidate served belonged, or by some other official authority of that country, or by the testimony of some credible person on the spot, having personal knowledge of the facts required to be established. Upon application to the Board of Examiners, Candidates will be supplied with a form which they will be required to fill up and lodge with their testimonials in the hands of the Examiners. Testimonials of character, conduct, and ability, required.

Where the Board of Examiners are in every respect satisfied with the testimonials of a Candidate, service in the coasting trade may be allowed to count as service, in order to qualify him for a Certificate of competency for a "seagoing ship," as a Mate, and two years' service as Mate in the coasting trade may be allowed to count as service for a Master's Certificate, provided the Candidate's name has been entered as Mate in the Coasting Articles, or other proof satisfactory to the Examiners, and provided he has already passed an examination. How time in coasting trade will count.

RULES.

The qualifications required for the ranks undermentioned are as follow :

1. *A Mate or Only Mate* must be nineteen years of age, and have been four years at sea. (Service in a superior capacity is in all cases to be equivalent to service in an inferior one.) Qualifications for certificates of competency as Mate.

2. *In Navigation.*—He must write a legible hand and understand the first five rules of Arithmetic and the use of logarithms. He must be able to work a day's work complete, including the bearings and distance of the port he is bound to, by Mercator's method ; to correct the sun's declination for longitude, find his latitude by meridian altitude of the sun, and by single altitude of the same body off the meridian. He must be able to observe and compute the variation of the compass from azimuths and amplitudes ; be able to compare chronometers and keep their rates ; and be able to find the longitude by them from an observation of the sun by the usual methods. He must be able to lay off the place of the ship on the chart, both by the bearings of known objects, and by latitude and longitude. He must be able to determine the error of a sextant, and to adjust it ; also to find the time of high water from the known time at full and change.

3. *In Seamanship.*—He must give satisfactory answers as to the rigging and stripping of ships and stowing of holds ; must understand the measurement of the log-line, glass, and lead line ; be conversant

with the rule of the road, as regards both steamers and sailing vessels, and lights and fog-signals carried by them, and will also be examined as to his acquaintance with "the Commercial Code of Signals for the use of all nations." In addition to which he will be required to know how to moor and unmoor and to keep a clear anchor; to carry out an anchor, and to make the requisite entries in the ship's log. He will also be questioned as to his knowledge of the use and management of the mortar and rocket lines in the case of the stranding of a vessel, as explained in the official log-book. He will also be required to know how to shift large spars and sails; to manage a ship in stormy weather, to take in and make sail, to shift yards and masts, &c., and to get heavy weights, anchors, &c., in and out; to cast a ship on a lee-shore; and to secure the masts in the event of accident to the bowsprit.

Master.

4. A *Master* must be twenty-one years of age, and have been six years at sea, of which at least two years must have been as *Mate* or *Only Mate*.

5. In addition to the qualification for a *Mate* or *Only Mate*, he must be able to find the latitude by a star, &c. He will be asked questions as to the nature of the attraction of the ship's iron upon the compass, and as to the method of determining it. He will be examined in so much of the laws of the tides as is necessary to enable him to shape a course, and to compare his soundings with the depths marked on the charts. He will be examined as to his competency to construct jury rudders and rafts; and as to his resources for the preservation of the ship's crew in the event of wreck. He must possess a sufficient knowledge of what he is required to do by law as to entry and discharge, and the management of his crew, and as to penalties and entries to be made in the official log, and a knowledge of the measures for preventing and checking the outbreak of scurvy on board ship. He will be questioned as to his knowledge of invoices, charter party, Lloyd's agent, and as to the nature of bottomry, and he must be acquainted with the leading lights of the channel he has been accustomed to navigate, or which he is going to use.

Service in fore and aft rigged vessels.

6. In cases where an applicant for a Certificate as *Master*, has only served in a fore-and-aft rigged vessel, and is ignorant of the management of a square-rigged vessel, he may obtain a certificate on which the words "Fore-and-aft rigged vessel" will be written. This certificate does not entitle him to command a square-rigged ship. This is not, however, to apply to *Mates*, who, being younger men, are expected for the future to learn their business completely.

Punctuality of Candidates attendance.

7. Candidates are required to appear at the examination room punctually at the time appointed.

8. Candidates are prohibited from bringing into the examination room books or paper of any kind whatever. The slightest infringement of this regulation will subject the offender to all the penalties of a failure.

Candidates injuring examination papers.

9. In the event of any Candidate being detected in defacing, blotting, writing in, or otherwise injuring any book or books belonging to the Board, the papers of such candidate will be detained until the book or books so defaced be replaced by him. He will not, however, be at liberty to remove the damaged book, which will still remain the property of the Board.

Candidates discovered copying, &c.

10. In the event of any Candidate being discovered copying from another, or affording any assistance or giving any information to another, or communicating in any way with another during the time of examination, he will subject himself to a failure and its consequences.

11. No Candidate will be allowed to work out his problems on a slate or on waste paper.

12. No Candidate will be permitted to leave the room until he has given up the paper on which he is engaged.

13. Candidates will be allowed to work out the various problems by the method and tables they have been accustomed to use, and will be allowed six hours to perform the work. At the expiration of six hours they will, if they have not finished, be declared to have failed, unless the Board of Examiners see fit to lengthen the period in any special case. If, however, the period is lengthened in any case the special circumstances of that case and the reasons for lengthening the period must be reported to the Minister of Marine and Fisheries by the Examiners at the time they send in their report.

Time allowed to work out navigation papers.

14. The corrections by inspection, from tables given in many works on navigation, will not be allowed (see Tables IX, XI, and XXI, in Norie's Epitome, &c.); every correction must appear on the papers of the Candidates. The first-class are referred to page 519 of the Nautical Almanac, 1867, for further information on this subject.

Corrections by inspection not allowed.

15. Candidates are expected to bring their answers to all problems within, or not to exceed, a margin of one mile of position from a correct result.

16. In finding the longitude by chronometer the logarithms used in finding the hour-angle should be taken out for seconds of arc.

In all other problems the logarithms to the nearest minute will be sufficiently correct for all grades, except Master, from whom a degree of precision will be required, both in the work and in the results, beyond what is demanded from the inferior grade.

17. In every case the examination for Master is to commence with the problems for Mate.

Examination to commence with that of mates.

18. In all cases of failure the candidate must be re-examined *de novo*. If a candidate fails in *Seamanship* he will not be re-examined until after a lapse of six months, to give him time to gain experience. If he fails three times in *Navigation* he will not be re-examined until after a lapse of three months.

Re-examination in case of failure.

19. The Examiners are to insert in the Report of Examinations (under heading, Remarks) the words, "passed," (or "failed,") in Commercial Code of Signals, as the case may be.

Examination as to knowledge of commercial code of signals.

NOTES.

Candidates will find it more convenient, both here and at sea, to correct the declination and other elements from the Nautical Almanac by the "hourly differences," which have been given in that work in order to facilitate such calculations, they will thereby render themselves independent of any proportional or logarithmic table for such purpose.

Correcting declination, &c.

As the examinations of Masters and Mates are made compulsory, the qualifications have been kept as low as possible, but it is distinctly to be understood that the Minister of Marine and Fisheries may raise the standard from time to time, whenever, as will no doubt be the case, the general attainments of officers in the merchant service shall render it possible to do so without inconvenience; and officers are strongly urged to employ their leisure hours, when in port, in the acquirement of the knowledge necessary to enable them to pass their examinations; and masters will do well to permit apprentices and junior officers to attend schools of instruction and to afford them as much time for this purpose as possible.

Standard of examination will be raised.

APPENDIX

LIST of Lights of the Dominion of Canada, under the

Name of Light.	Place.	Latitude, N.	Longitude, W.	Number of Lights and relative positions.	Fixed flashing, fix & flash int., alt., revolving.	Interval of revolution or flash.	Miles seen in clear weather.
LABRA							
Belle Isle.....	Straits of Belle Isle, extreme S. point island	51 53 0	55 22 15	One.....	F	.....	28
Amour Point.....	S.E. sides of Forteau Bay.....	51 27 35	56 50 53	One.....	F	.....	18
NEWFOUND							
Cape Norman	Straits of Belle Isle .	51 38 0	53 53 40	.....	.....	.....	.....
Point Rich .....	.....	51 1 50	57 8 50	.....	.....	.....	.....
Cape Ray	W. side	47 37 0	59 18 0	.....	.....	.....	.....
ST. LAWRENCE							
St. Pauls Island ...	On rock 50 feet from island, N.E. point,	47 13 50	60 8 20	One.....	F	.....	20
Do' ...	S.W. point.....	47 11 20	60 9 36	One.....	Rev	Every minute...	20
Bird Rocks	Magdalen Islands...	47 50 40	61 8 20	One.....	F	.....	21
Amherst Island....	Magdalen Islands...	47 13 0	61 53 0	.....	.....	.....	.....
Cape Rozier.....	On Cape.....	48 51 37	64 12 0	One.....	F	.....	16
Gaspé Bay	N.W. by N., 12 miles from cape	48 51 0	64 24 0	One.....	F	.....	11
Paspebiac.....	O'Hara Point, Wharf	48 49 53	64 31 41	One.....	F	.....	7
	Basin	48 0 54	65 14 17	One	F	.....	13

No. 25.

charge of the Department of Marine and Fisheries.

Time harbor Light is shown.	Color or any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water.	Height in feet of building from base to vane.	Year lighted.	Character and order of illuminating apparatus.	Remarks.
DOR.						
From April 1 to Dec. 15.	Circular tower, clapboarded, white....	470	62	1858	D. 1st ord ..	Visible from about N.W. by N., and round by S. to E. A gun is fired every hour during fog and snowstorms. Depot of provisions for shipwrecked mariners. Variation in 1869, 39° 10' W.
" "	" "	155	109	1858	D. 2nd ord..	A gun fired here every hour during fog and snowstorms.
LAND.						
.....	.....	.....	.....	.....	.....	Building, will be completed in spring.
.....	" "
.....	" "
GULF AND RIVER.						
.....	Octagonal, wood, white	140	40	1839	D. 3rd ord..	Obscured between N. by E. $\frac{1}{4}$ E. and E.N.E. These lights are extinguished when the gulf is obstructed by ice.
All the year	" "	140	40	1831	" "	Bell sounded during fog, and a gun fired every four hours, commencing at 4 a.m. Visible on the bearings except between S.S.E. and W.
From April 1, to December 15	Hexagon tower, white	140	50	1870	D. 2nd ord..	Dwelling house also white, 200 feet from tower. Proposed to be lit in spring.
" "	Circular tower, faced, clapboarded & white	136	112	1868	D. 1st ord ..	A gun is fired every hour during fog and snowstorms. Variation in 1869, 26° 16' W.
" "	.....	40	.....	1867	.....	Variation in 1869, 26° 30' W.
" "	.....	20	.....	.....	.....	Red light permanent.
.....	Square wood tower, white	55	54	1870	C	Situated near the extremity of the point.

LIST of lights of the Dominion of Canada, under the

Name of Light.	Place.	Latitude N.	Longitude W.	Number of Lights and relative positions.	Fired, flashing, fix & flash, int., alt., revolving.	Interval of revolution or flash.	Miles seen in clear weather.
		° ' " ° ' "				ST. LAWRENCE	
	East end Anticosti Island.....	49 5 20	61 41 48	One	F	.....	15
Heath Point.....							
S. W. Point.....							
W. Point.....	S. W. point Anticosti	49 23 45	63 33 46	One	Rev	Every minute...	15
Bogot's Bluff.....	Extreme W. point of Anticosti.....	49 52 39	64 32 0	One	F	.....	15
	S. point of Anticosti.	49 4 0	62 15 0	.....		
Seven Islands	Carousal Island.....	50 5 40	66 22 44	One	F	.....	20
Point de Mouts.....	About $1\frac{1}{2}$ miles N.E. of point.....	49 19 35	67 21 55	One	F	.....	15
Father Point, Rimouski.....	On point	48 31 25	68 27 18	One	F	.....	10
Bicquette Island....	Centre nearly	48 25 18	68 53 20	One	Rev	Every 2 minutes	17
Red Islet.....	Centre	48 4 20	69 32 56	One	F	.....	12
Green Island	On N. point	48 3 17	69 25 3	One	F	.....	13
Brandy Pots	42 fathoms from S.E. end of islet.....	47 52 30	69 40 35	One	F	.....	10
Long Pilgrims.....	20 fathoms W. of centre of island, and 54 fathoms S. from water's edge.	47 43 15	69 45 0	One	F	.....	12
Grande Isle, Kamouraska	120 fathoms from N.E. end of island, 80 fathoms from water's edge.....	47 38 0	69 52 0	One	F	.....	18

charge of the Department of Marine and Fisheries.—*Continued.*

Time harbor Light is shown.	Color or any peculiarity of Lighthouse.	Height in feet of centre lancet above high water.	Height in feet of building from base to vane.	Year lighted.	Character and order of illuminating apparatus.	Remarks.
GULF AND RIVER.—Continued.						
From April 1 to Dec. 15.	Circular tower, faced, clapboarded & white	110	90	1835	C.	The lighthouse must always be kept open southward of Cormorant Point. Visible between the bearings of S.W. by W. to East. Depot of pro- visions here for ship- wrecked mariners.
" "	" "	109	75	1831	C.	Visible between the bear- ing of N.N.W. round by S. to S.E. by E.
" "	Circular tower, clap- boarded and white.	112	109	1838	D. 2nd ord.	A gun fired every hour during fog and snow- storms. Depot of provi- sions for shipwrecked mariners.
" "	Square tower, sur- mounting keeper's dwelling, wood, painted white	195	42	1876	C.	About to be erected.
" "	Circular tower, clap- boarded, and white	100	75	1830	.....	Depot of provisions for shipwrecked mariners. Variation in 1869, 25° 40' W. A gun will be fired every hour during fog and snowstorms from April 1 to December 15.
" "	Square tower, white.	43	.....	1859	.....	Pilots stationed here.
" "	Circular, clapboarded, white	112	65	1844	.....	A gun fired every half hour during fog and snow- storms from 10th April to 10th December.
" "	Circular, grey stones	75	51	1848	.....	Red light. A lightship with fog-whistle will be stationed on reef at the opening of navigation.
" "	Octagonal, clapboard- ed white	60	40	1809	.....	A gun fired every half hour during fog and snow- storms.
" "	Brick, drab color....	78	39	1862	D. 4th ord.	
" "	"	180	39	1862	"	
" "	Wood	166	39	1862	C.	Variation in 1869, 19° 0' W.

LIST of Lights in the Dominion of Canada, under the charge

Name of Light.	Place.	Latitude, N.	Longitude, W.	Number of Lights and relative positions.	Fixed flashing, fix & flash int., alt., revolving.	Interval of revolution or flash.	Miles seen in clear weather.
ST. LAWRENCE							
S. Traverse.....	Light vessels, N.E. part of St. Roque Shoals.....	47 22 10	70 14 56	Two, main light 4 feet higher than the other	F	9	
Stone Pillar.....	50 fathoms from S. point of islet	47 12 25	70 21 36	One.....	Rev	Every 1½ minute	13
ST. LAWRENCE							
Crane Island.....	1½ miles from W. point of island	47 3 0	70 33 0	One.....	F	10	
Belle Chasse.....	E. end of island	46 56 0	70 46 0	One.....	F	8	
Point St. Lawrence	Island of Orleans	46 50 0	71 2 0	One.....	F	10	
St. Antoine.....	S. Shore.....	46 39 43	71 36 10	One.....	F	6	
St. Croix.....	On shore near high water mark and a ¼ of a mile N. of church	46 37 45	71 44 10	One.....	F	10	
Montee du Lac....	Cape Rouge	47 7 20	70 42 45	One.....	F	5	
Port Neuf.....	On N. shore, ¾ of a mile off the river	46 41 48	71 52 10	Two, S. W. & N. E., nearly 180 yards apart.....	F	12	
Platen Point.....	On S. side, 1½ miles below Richelieu I.	46 39 13	71 53 3	Two, S. 72 W., 169 yards apart.....	F	6	
Richelieu.....	Centre of island	46 38 24	71 54 51	One.....	F	5	
Langlais Point....	On S. shore, ½ a mile below Great Chene River	46 35 5	71 59 35	One.....	F	4	
Cape Charles.....	On Cape.....	46 33 39	72 4 15	Two, N. 67 W., 80 yards apart.....	F	5	
Grondine.....	N. shore.....	46 35 49	72 4 12	Two, S. 66 W., 1350 yards apart.....	F	5	
St. Pierre des Becquets.....	S. shore, summit of St. Pierre Point ..	46 30 28	72 12 30	One.....	F	5	each

of the Department of Marine and Fisheries.—*Continued.*

Time harbor Light is shown.	Color or any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water.	Height in feet of building from vane to vane.	Year lighted.	Character and order of illuminating apparatus.	Remarks.
GULF AND RIVER.—Continued.						
From April 1 to December 15	Twomastspaintedred	68	38	1836	.....	The ship's bellis kept tolling during fog and snowstorms. When the light ship is out of place, the ball at her main mast head is taken down during the day, and she exhibits one light instead of two during the night until again moored in her proper place.
„	Stone, conical, white			1843		
RIVER.						
From April 1 to Dec. 15.	Wood	44	37	1862	C	Variation in 1870, 17° 50' W.
„	„	70	30	1862	C	
„	Wood, white	38	.....	1869	C	
„	„	96	.....	1858	C	
.....	„	30	20	1842	.....	A small light to assist in keeping in channel for some distance up and down the river.
During season of navigation	Square tower, painted white	175	30	1870	C	
„	Both, stone and white, the lower lantern on roof of house	{ 200 120 }	{ 24 7 }	1842	.....	These lights in one lead up Richelieu Channel to the light on Richelieu Island
„	Wood, octagonal, white	{ 152 130 }		1816 1824	.....
„	Octagonal, stone	27	.....	1816	.....	This light and the light on Platon Point are very nearly in the same line of bearing, namely N. 73° E.
„	Wood	35	8	1844	.....	To show off Battures des Grondines, and to avoid Battures Cordin, and as a steering point for Richelieu.
„	„	110	20	1856	.....	Lead to and from Cape à la Roche and Cape Charles, and to answer as a steering point through Richelieu.
„	Octagonal, wood, white	50 & 25	30	1857	.....	To lead off Cape à la Roche to Levraud.
„	„	85	12	1844	.....	To indicate the widest berth off Cape à la Roche. Variation in 1870, 14° 10' W.

LIST of Lights in the Dominion of Canada, under the charge

Name of Light.	Place.	Latitude, N.	Longitude, W.	Number of Lights and relative positions.	Fixed flashing, fix & flash int., alt., revolving.	Interval of revolution of flash.	Miles seen in clear weather.	
ST. LAWRENCE								
Batiscan	N. shore, $1\frac{1}{2}$ miles below Batiscan Church	46 30 16 S. light	72 14 52	Two, S. 73 W., 222 yards apart	F	.....	3
Champlain	N. shore, near Champlain Church	46 26 34	72 20 32	One	F	.....	4
Cape Madaleine .	Lower light, N. shore, 3 miles below cape.	46 23 46 S. light	72 27 18	Two, S. 60 W., 200 yards apart	F	.....	4
	Upper light, N. shore, 2 miles below cape.	46 23 16 W. light	72 28 38	Two, S. 85 W., 235 yards apart	F	.....	6
St. Francis Port...	S. shore, high light on a pier	46 16 20 W. light	72 37 15	Two, S. 76 W., 3,240 yards apart	F	.....	3 each
Point du Lac	N. shore	46 16 50	72 40 22	One	F	.....	12
St. Peter's Lake.	East	46 15 56	72 42 18	One	F	.....	6
	Centre	Light vessel, S.S.E., $2\frac{1}{2}$ miles from Rivière du Loup ..	46 11 39	72 53 20	One	F	6
	Western	Light vessel, N. side of channel, N.E. by N. 3 miles from Flat I.	46 9 39	72 56 50	One	F	6
	Isle au Raisins	On island	46 6 14	72 57 50	One	F	6
	S. part of island	46 6 0	72 58 0	One	F	.....	.....
Stone or Isle a' la Pierre	On E. part of island.	46 5 54	72 59 40	One	F	.....	6
La Valtrie	S. side of island	45 52 55 S. light	73 16 0	Two, S. 38 W., 320 yards apart	F	.....	7

of the Department of Marine and Fisheries.—*Continued.*

Time harbor Light is shewn.	Color or any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water.	Height in feet of building from vas-to-vane.	Year lighted.	Character and order of illuminating apparatus.	Remarks.
RIVER.—Continued.						
All night during season of navigation.....	Octagonal wood, white	{ 39 20 }	{ 31 11 }	1844	.....	To lead through Levrard and clear Batture St. Ann on south, and Pouillier on north.
"	"	30	10	1844	.....	Steering point for lower point of Bay of Champlain.
"	"	{ 53 33 }	{ 13 10 }	1843	.....	To clear Batture Bigot. Variation in 1869, 14° W.
"	"	{ 55 35 }	{ 30 10 }	1843	.....	To clear Pouillier Provenchô.
"	Wood, octagonal, white, high and low	{ 31 12 }	{ 21 4 }	1849	.....	The lights in one with the eastern light vessel on lake leads up through the dredged channel. S. 70 W. High light on a pier, and removed in winter.
"	Octagonal, wood, white	71	24	1843	.....	Shows the turn of channel at Point du Lac.
"	Red	15	8	.....	.....	Removed at the approach of winter on account of ice. On S. side of Petite Traverse of Rivière du Loup.
"	Red	15	8	1816	.....	Removed at the approach of winter on account of the ice. To indicate the turn of the channel, and leads to No. 2.
"	Red	15	8	1828	.....	In connection with Isle la Pierre, and bearing in line with No. 1, and to avoid Battures St. François and à la Carpe. Variation in 1869, 13½ W.
"	Red	30	20	1843	.....	To lead from the entrance of the Batture of Lake St. Peter to No. 1 light vessel up and down.
"	Red	.....	.....	1800	.....
"	Red	30	.....	.....	.....	Indicate entrance to channel and lead to No. 1.
"	Red	{ 21 13 }	{ 17 9 }	1831	.....	Leads to channel called Flat Islands.

LIST of Lights of the Dominion of Canada, under the charge

Name of Light.	Place.	Latitude, N.	Longitude, W.	Number of Lights and relative positions.	Fixed flashing, fix & flash int., alt., revolving.	Interval of revolution of flash.	Miles seen in clear weather.
ST. LAWRENCE							
Traverse	2½ miles above Con- trecoeur	° ' " ° ' "					
		45 49 52 N. light	73 17 0	Two, S. 28 W., 1,500 yards apart	F	.....	.....
Isles aux Prunes... Repentigny	Opposite Vercheres... ¾ of a mile below Re- pentigny	45 46 50 45 45 2 N. light	73 22 30 72 26 8	One	F	.....	.....
				Two, S. 22 W., 170 yards apart	F	.....	4
Isle à la Bague ...	On islet	45 44 14	73 26 15	One	F	.....	4
St. Therese	On island	45 41 22 N. light	73 27 40	Two, S. 50 W., 220 yards apart	F	.....	4
Point aux Trembles	N. shore	45 38 26 E. light	73 29 20	Two, S. 46 W., 600 yards apart	F	.....	.....
Montreal	On island wharf	45 30 22	73 33 14	Two, S. 41 W., 73 yards apart	F	.....	4 each
Lachine	On pier at entrance of canal, N. shore	45 27 0	73 41 0	One	F	.....	6
Lake St. Louis ..	Light vessel, 4/5 mile above Lachine	45 26 30	73 42 10	One	F	.....	6
	Light vessel, 2¾ miles above Lachine	45 25 40	73 44 15	One	F	.....	6
River Ottawa :— Claire Point	Light vessel S. side of channel, 63 chains above Dewal from Light No. 3 on St. Lawrence, near Claire Point	45 24 30	73 45 20	One	F	.....	6
	On shoal N. side of channel, about 1½ miles below Point Claire, 120 chains westerly from light ship near Point Claire	45 26 00 45 25 00	73 48 10 75 37 00	One	F	.....	7
Wade Shoal				One	F	.....	8

of the Department of Marine and Fisheries.—*Continued.*

Time harbor Light is shown.	Color or any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water.	Height in feet of building from base to vane.	Year lighted.	Character and order of illuminating apparatus.	Remarks.
RIVER. -- <i>Continued.</i>						
All night while the navigation is open.....	Wood, white, square.			1858		To lead into Lavaltrie Channel and Isle Bouchard, and indicates the new channel to be kept in line till Lavaltrie Lights are brought to bear.
"	Octagonal, wood, white			1866		To clear the island.
"	Wood, white.	{ 30 14 }	{ 26 14 }	1843		To lead through Isle à la Bague Channel, and to avoid Pouillier on north and shoal on south.
"	Octagonal, wood, white	24	1	1831		To indicate the island being extremely low land. Removed in winter on account of the ice.
"	Square, wood, white.					Leads to entrance through Vercheres Channel up and down the river. Variation in 1869, 12½° W.
"	High and low, octagonal, wood, white.	{ 53 25 }		1846		To lead through the channel between Point aux Trembles and Varennes up to Longue Point.
"	Wood, octagonal	{ 38 29 }	{ 31 21 }	1830		Red lights. Indicates the deepest channel to and from the harbor. Variation 1870, 11° 45' W.
"	Square, wood, white.	23	17	1849		Variation in 1870, 11° 25' W.
"	Circular, iron, red ...	20		1849		
"	Red	20				
"	Iron'	21	17	....	
"	Wood	29	25	....	
"	Lantern on frame—brown	35	25	1870	C	

LIST of Lights in the Dominion of Canada, under the charge

Name of Light.	Place.	Latitude, N.	Longitude, W.	Number of Light and relative position.	Fixed flashing, fix & flash int., alt., revolving.	Interval of revolution of flash.	Miles seen in clear weather.
ST. LAWRENCE							
Green Shoal	On pier S. side of channel, 7 miles below Ottawa City.	45 29 30	75 31 20	One	F	.....	9
Chateaguay	Light vessel 4½ miles above Lachine	45 24 00	73 49 18	One	F	.....	6
Beauharnois	Lower entrance of canal, S. shore	45 18 45	73 56 27	Two, N. 61 E., 414 yards apart	F	.....	10
Grosse Point	Upper entrance of Beauharnois Canal	45 15 35	74 9 25	Two	F	.....	8
Off Grosse Point ..	On piers in river	45 15 30	74 9 30	Two	F	.....	3 or 4
ST. FRANCIS							
McGees Point	N. shore	45 12 25	74 19 10	One	F	.....	10
Cherry Island	S. side of N. channel	45 7 00	74 24 18	One	F	.....	10
Cherry	On a pier in the river	45 8 20	74 25 40	One	F	.....	8
Crib	N. side of channel, on a pier 4 miles S. W. from Lancaster village	45 5 25	74 30 30	One	F	.....	8
Cornwall Canal .....	.....	45 1 15	74 55 25	One	F	.....	.....
<i>Between St. Francis and Ontario Lakes.—</i>							
Coles Shoal	On pier 5 miles W. of Brockville, $\frac{3}{4}$ of a mile from N. shore	44 34 10	75 45 40	One	F	.....	6
Grenadier Island ..	S. W. point of island, N. side of channel, two miles below Rockport	44 24 30	75 54 10	One	F	.....	10
Lyndock Island ...	N. W. point of island, S. side of channel, five miles west of Rockport	44 22 30	76 0 10	One	F	.....	7
Gananoque Narrows	N. E. end of Little Slave Island, S. side of channel, five miles below Gananoque	44 20 50	76 4 40	One	F	.....	7
Jack Straw Shoal ..	On a pier, N. side of channel, three miles below Gananoque ..	44 21 0	76 6 30	One	F	.....	6
Spectacle Shoal ...	On pier, N. side of channel, two miles west of Gananoque ..	44 20 15	76 10 40	One	F	.....	9
Red Horse Rock ..	On pier, S. E. side of channel, half mile west of Jack Straw Shoal	44 19 30	76 11 20	One	F	.....	.....

of the Department of Marine and Fisheries.—*Continued.*

Time Harbor Light is shown.	Color or any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water.	Height in feet of building from base to vane.	Year lighted.	Character and order of illuminating apparatus.	Remarks.
RIVER.—Continued.						
All night while the navigation is open.....	Wood	36	17	....	
"	Red	20	....	1849		
"	Wood, square frames .....	....	....	1850		In one lead to Chateauguay light. Variation in 1869, 11° 15' W.
"	Square, wood, one red and one white	20	20 {	1845 } 1850 }		To be kept in one when leaving the canal, till the upper lights come in one.
"	" .....	....	....	1850		
LAKE.						
"	Square, wood	30	24	....		Midway between Coteau and Cherry Island.....
"	"	40	30	1847		
"	.....	....	....	1849		Opposite the light there is a beacon N. of the channel.
"	Square, wood	20	20	1844 1865		Variation in 1869, 9½ W. In charge of the Superintendent of Public Works.
"	White, square, wood	33	31	1856 C		
"	White, square, wood	55	37	1856 C		
"	"	40	26	1856 C		
"	"	44	37	1856 C		
"	"	31	29	1856 C		
"	"	28	26	1856 C		
"	"	28	26	1856 C		

These small lights are for the purpose of marking out the channel through the Thousand Islands, between Brockville and Kingston. Variations in 1870, 7° 15' W.

LIST of Lights in the Dominion of Canada, under the charge

Name of Light.	Place.	Latitude, N.	Longitude, W.	Number of Lights and relative positions.	Fixed flashing, fix & flash int., alt., revolving.	Interval of revolution of Lighthouse.	Miles seen in clear weather.
ST. LAWRENCE							
Burnt Island	S. E. point of island, N. side of channel. 3 miles from Spectacle Shoal.	44 19 5	76 11 40	One	F	.....	10
Wolfe Island	N. E. entrance point of island, 18 miles S. E. of Kingston.	44 14 0	76 10 40	One	F	.....	6
LAKE							
Snake Island	On pier on bar, N. side of channel, five miles west of Kingston.	44 11 30	76 33 0	One	F	.....	6
Gage or Simcoe	S. W. point of Simcoe Island, nine miles west of Kingston.	44 9 0	76 33 0	One	F	.....	15
Pigeon Island	Four miles from head of Wolfe Island.	44 14 45	76 38 0	Two	Rev	One minute ten seconds	15
Outer Drake or False Ducks	E. point of island.	43 57 0	76 49 0	One	F	.....	22
Point Pleasant	Entrance to Bay of Quinté.	44 15 0	76 54 0	One	Rev	Every minute & forty seconds	10½
Peter Point	On Point.	43 51 0	77 08 30	One	F	.....	21
Telegraph Island	Bay of Quinté.	44 10 20	77 9 45	One	F	.....	12
Scotch Bonnet or Egg Island	On small island, 1 mile S. W. of Nicholson's island.	43 54 00	77 33 00	One	F	.....	12
Presqu' Isle.....	E. Point.	44 1 00	77 41 00	One	F	.....	18
	On a hill in shore.	44 00 00	77 42 00	Two, W.S.W., and E.N.E. nearly.	F	.....	3 or 4
Cobourg	Pier head.	43 57 00	78 9 00	One	F	.....	8
Peter Rock or Gull Island	W. by S. 4 miles from Cobourg.	43 56 30	78 13 00	One	F	.....	10
Port Hope	Pier head, E. side.	43 56 15	78 15 00	One	F	.....	4
Darlington	Pier head.	43 52 30	78 38 30	One	F	.....	4
Oshawa Port	Pier head.	43 52 00	78 47 00	One	F	.....	.....

of the Department of Marine and Fisheries.—*Continued.*

Time Harbor Light is shown.	Color or any peculiarity of Lighthouse.	Height of feet in centre of lantern above high water.	Height in feet of building from base to vane.	Year lighted.	Character and order of illuminating apparatus.	Remarks.
RIVER.—Continued.						
All night when navigation is open.....	White square wood..	64	26	1856	C	{ The small lights are for the purpose of marking out the channel through the Thousand Islands between Brockville and Kingston. Variation in 1870, 7° 15' W.
"	"	.....	.....	1856	C	
ONTARIO.						
"	Stone, square	35	35	1858	.....	Red light.
"	Round, stone, white.	45	40	1833		
"	White.....	46	41	1870	C	
"	"	68	62	1828		
"	.....	.....	.....	1866		
"	Round, stone	62	60	1833	.....	Variations in 1869, 6° 0' W.
"	Square, tower on dwelling white....	46	41	1870	C	
.....	Stone, white.....	51	54	1856	C	
.....	Octagon, stone, white	67	63	1840	.....
"	Square, wood, white	20	16	1851	.....	Harbor light not under Marine Department....
"				1844	.....
"	Octagon, stone.....	45	48	1840	.....	On a rock half a mile from shore
"						Red facing south, white facing east and west. Harbor light not under Marine Department....
"	On a stone house					Variation in 1869, 3° 30' W. Harbor light not under Marine Department....
..				1863	.....	Not under Marine Department.....

LIST of Lights in the Dominion of Canada, under the charge

Name of Light.	Place.	Latitude, N.	Longitude, W.	Numbers of Lights and relative positions.	Fixed flashing, fix & flash int., alt., revolving.	Interval of revolution of flash.	Miles seen in clear weather.
		° ' "	° ' "				
LAKE ONTARIO							
Whitby Harbor...	W. pier.....	43 51 00	78 57 00	One.....	F	.....	5
Pickering or Liverpool	E. pier head.....	43 48 45	79 2 00	One.....	F	.....	....
Toronto.....	Gibraltar Point, S. W. side of point 1½ miles S. of Toronto	43 37 00	79 23 30	One.....	F	.....	18
	Queen's Wharf W. part, the other on arm of pier.....	43 38 10	79 23 45	Two.....	F	.....	6
Credit Port.....	On pier.....	43 33 30	79 35 00	One.....	F	.....	....
Oakville	Pier head.....	43 26 45	79 40 30	One.....	F	.....	12
Burlington Bay...	S. pier of entrance...	43 18 00	79 48 30	Two.....	F	.....	15 4
Dalhousie Harbor...	E. pier head.....	43 13 30	79 15 30	One.....	Rev	.....	10
Fox Island.....	Lake Simcoe.....	44 18 00	77 28 09	One.....	F	.....	12
LAKE							
Colborne Port and Range Light....	W. pier head.....	42 53 30	79 17 00	Two... ..	F	.....	12
Mohawk Island...	On an Island between Colborne and Maitland Ports, 1 mile S.W. of mainland.	42 50 40	79 35 00	One.....	Rev	Every three minutes.....	10
Maitland Port...	W. pier.....	42 52 00	79 37 45	One.....	F	.....	10
Dover Port... ..	W. pier.....	42 47 30	80 13 00	One.....	F	.....	8
North Point, or North Foreland..	E. extremity.....	42 33 00	80 5 30	One.....	F	.....	25
Big Otter Creek, or Burwell Port....	333 yards in shore...	42 39 00	80 49 30	One.....	F	.....	12
Catfish Creek, or Bruce Port.....		42 40 00	81 1 00	One.....	F	.....	....
Stanley Port.....	Extreme of W. pier.	42 40 00	81 12 30	One.....	F	.....	4
Pelee Island.....	N.E. point.....	41 50 00	82 37 45	One.....	F	.....	9
Pelee Spit.....	On caisson, 2½ miles southerly from extreme end of point from N. shore....	41 52 20	82 29 45	One.....	F	.....	....

of the Department of Marine and Fisheries.—*Continued.*

Time harbor Light is shown.	Color or any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water.	Height in feet of build- ing from base to vane.	Year lighted.	Character and order of illuminating apparatus.	Remarks.
—Continued.						
All night while navigation is open.....	Square, wood.....	12	8	1844	.....	Not under Marine Depart- ment.
"	.....	.....	.....	1863	.....	do
"	Hexagonal, stone....	66	62	1820	.....	High light, red.....
"	Wood, square, red....	22	16	1838	.....	Red light is on the arm of the pier, to be passed closely on port hand. Variation in 1868, 2° 50' W. Harbor light not under Marine Depart- ment.
"	.....	.....	.....	1863	.....	Not under charge of Marine Department.....
}	Octagon, wood.....	42	36	1836	.....
	One white, one red, square, octagon....	{ 60 18	{ 54 14	{ 1838 1845	.....
	Wood.....	53	44	1852	.....	Entrance to Welland Canal
	Brown, square tower.	46	39	1870 C	.....
ERIE.						
"	Wood	{ 58 14	{ 54 10	1852	.....	Entrance to Welland Canal
"	Round, stone.....	64	60	1848	.....	Variations in 1870, 2° 40' W*
"	Hexagon, wood, white	.....	.....	1848	.....	Grand River entrance. To be rebuilt this season.
"	do	20	20	1846	.....
"	Octagon, wood.....	65	60	1843	.....	Variations in 1870, 1° 40' W.
"	do	96	46	1840	.....
"	.....	.....	.....	.....	.....	Light not under Marine Department.
"	Lantern	20	20	1844	.....
"	Round, stone.....	45	40	1833	.....	W. by N., clears Pelee Shoal. Variations in 1870, 0° 45' E.
.....	.....	76	61	1861	.....

LIST of Lights in the Dominion of Canada, under the charge

Name of Light.	Place.	Latitude, N.	Longitude, W.	Number of Lights and relative positions.	Fixed flashing, fix & flash int., alt., revolving.	Interval of revolution or flash.	Miles seen in clear weather.
DETROIT RIVER							
Amherstburg.....	Bois Blanc Island, S. point.....	42 5 0	83 6 36	One.....	F		18
ST. CLAIR							
Thames River.....	Mouth of river, S. shore.....	42 18 0	82 36 0	Two, S. 26 E. and N. 26 W., 450 yards apart.....	F		12 6
HURON							
Goderich.....	On high Bank, S. of entrance to harbor. Two on N. pier....	43 14 33	81 43 6	Three.....	F		25
Point Clark.....	N. shore, about 20 miles N.E. from Goderich.....	44 4 10	81 43 42	One.....	Rev		15
Chantry Island....	S. side, about 2½ miles West from Saugeen.....	44 29 40	81 23 20	One.....	F		15
Georgian Bay.							
Isle of Coves....	N. E. point of island, entrance to Georgian Bay.....	45 19 40	81 43 44	One.....	F		15
Griffith Island, N	N. E. end of island, 20 miles from Owen Sound.....	44 40 45	80 42 2	One.....	F		12
Nottawsaga Isl'd	About 4 miles N. W. from Collingwood....	44 32 30	80 8 0	One.....	Rev		10
Collingwood.....	Breakwater pier....	44 31 0	80 12 0	One.....	F		6
Michaels Point..	Michaels Bay, south side of Grand Manitoulin.....	45 34 0	82 11 0	One.....	F		13
Christian Island.	S. E. part of Island, 1½ miles from main land.....	44 47 0	79 57 30	One.....	F		8
Parry Sound...	Mink Island.....	45 22 0	80 12 45	One.....	F		16
Lonely Island....		45 33 30	81 15 48	One.....	F		20
Byng Inlet.....		45 44 12	80 27 30		F		
Red Rock.....	One mile E. of Killarney on Red Rock Point.....	45 48 0	81 36 0	Two.....	F		10

of the Department of Marine and Fisheries.—*Continued.*

Time harbor Light is shown.	Color or any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water.	Height in feet of build- ing from base to vane.	Year lighted.	Character and order of illuminating apparatus.	Remarks.
— <i>Continued.</i>						
All night while navigation is open.....	Round, stone.....	56	40	1837		
LAKE.						
{	Square, wood, stone, round tower.....	{ 34 15	30	1837	{	The two lights in one lead over bar.
			15	1845		
LAKE.						
.....	Square tower.....	150	20	1847	.....	Variations in 1870, 0° 50' W.
.....		87	87	1859	D. 2nd Ord.	
.....		86	86	1859	D. 2nd Ord.	
.....		90	85	1859	D. 2nd Ord.	Variation in 1870, 0° 50' W.
.....		130	85	1859	D. 3rd Ord.	
.....		86	85	1859	D. 2nd Ord.	Red light, variation in 1869 2° 20' W. Not under Marine Department.
.....		24	.....	1858	.....
.....	White.....	40	28	1870	.....
.....		61	60	1859	D. 4th Ord.	
.....	Square tower on keepers dwelling—	56	40	1870	C.....	
.....	White.....	195	42	1870	C.....	
.....	White.....	.....	.....	1870	.....
.....		80	20	1866	C. 3rd Ord..	At North side of Channel leading into Killarney Harbor.

LIST of Lights in the Dominion of Canada, under the charge

Name of Light.	Place.	Latitude, N.		Longitude, W.		Number of Lights and relative positions.	Fixed flashing, fix & flash int., alt., revolving.	Interval of revolution or flash.	Miles seen in clear weather.	
<i>Georgian Bay.</i> —Continued.		°	'	°	'					
Partridge Island.	1½ miles N. W. of Red Rock light	45	49	0	81	37	0	Two.....	F	5
Range Lights...	Shaftesbury or Little Current	44	59	0	82	4	0	Two.....	F	6
Clapperton Island	North Point.....	46	4	0	82	19	0	Three.....	F	8
Sulphur Island..	W. end of Island....	46	9	0	83	30	0	.....	F	12
HURON LAKE										
St. Ignace.....	3 miles from St. Ig- nace Island.	48	42	15	83	10	0	Three	F	8
LAKE SUPERIOR										
Dalhousie	S. side of entrance to harbor	48	3	45	66	20	50	One.....	F	13
Miscou Island.....	Birch Point	48	1	0	64	29	25	One	F	12
Caraget.....	Caraget Island Bay de Chaleur	47	49	40	64	53	0	One.....	F	14
Bathurst, 2 lights..	Bathurst Harbor....	47	39	2	63	40	20	.....		....
Grant's Beach, 2 beacon lights	Miramichi Bay	47	5	30	65	23	10	Two, bearing S. E. and N. W. from each other.....	F	10
Oak Point, 2 beacon lights	,	47	8	0	65	15	10	Two, bearing E. and W. from each other.....	F	10
Preston's Beach, 2 beacon lights	,	47	4	50	64	54	40	Two, S. W. around by W., & N. to E..	F	10
Portage Island	,	47	9	50	65	2	40	One.....	F	12
Eseumeinac Point..	,	47	4	32	64	47	33	One.....	F	14
Fox Island, 2 beacon lights	N. W. point.....	47	8	45	65	2	0	Two	F	10
LAKE MICHIGAN										
Shediac	Chene Wharf	46	14	38	64	31	32	One.....	F	6
Richibucto	On head	46	39	40	64	42	30	One.....	F	14
Shediac Beacons...	Shediac Island	46	14	50	64	31	0	Two	F	10
Jourimaia	Cape Jourimain....	46	10	0	63	50	0	One	F	15

of the Department of Marine and Fisheries.—*Continued.*

Time harbor Light is shown.	Color or any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water.	Height in feet of build- ing from base to vane.	Year lighted.	Character and order of illuminating apparatus.	Remarks.
K.E.—Continued.						
During navigation.....		30	20	1866	C. 3rd Ord.	
"			{ 24 } 22	1866	C. 3rd Ord..	
"			35	1866	C. 3rd Ord..	
"	Square tower, wood white.....	45	20	1867	C.....	
PERIOR.						
"				1866	C. 3rd Ord..	Position uncertain.
NSWICK. Lawrence.						
"	White, square tower.	49	33	1870	C.	
"	Wood, white, octagon	79	74	1856	C.....	Red light.
"	Square tower, on keepers dwelling— white.....	52	48	1870	C.	
"						Building.
"	White.....	{ 120 } 140	{ } }	1869	C.	
"	".....	{ 40 } 60	{ } }	1869	C.	
"	".....	{ 55 } 66	{ } }	1869	C.	
"	".....	46	42	1869	C.	
.....	Wood, white.....	70	58	1841	Dioptric 3rd order.....	Variation in 1869, 23° 20' W
"		50	54	.....	Catoptric lights with parabolic reflectors & perforated burners.	
Summer season.....	Lantern, on a pole..	15	.....	1860	"	Not under control of Marine Department.
"	White, wood, square tower.....	70	50	1864	D. 4th order	
"	White... ..	{ 48 } 56	{ } }	1869	C.	
"	White, octagonal...	72	45	1870	C.....	Visible from S.E., around by N. to W.

LIST of Lights in the Dominion of Canada, under the charge

Name of Light.	Place.	Latitude, N.	Longitude, W.	Number of Lights and relative positions.	Fixed flashing, fix & flash, int., alt., revolving.	Interval of revolution or flash.	Miles seen in clear weather.
		° ' "	° ' "			NOVA GULF OF	
Pugwash.....	Pugwash Harbor....	45 52 30	63 40 20	.....	.....	.....	.....
Amet Island.....	Centre of Island, Northumberland Strait	45 50 15	63 15 0	One.....	F	.....	10
Pictou Harbor....	S. point of entrance.	45 41 25	62 39 26	Two, vertical, upper white, lower red, 25 feet apart....	F	.....	11
Pictou Island.....	S.E. point.....	45 49 10	62 30 29	One.....	F	.....	12
Cape St. George... Pomquet, St George Bay.....	On N. side of Cape..	45 52 35	61 53 40	One.....	Rev	Every $\frac{1}{2}$ minute.	25
	N.E. end of Island..	45 38 0	61 49 0	One.....	F	.....	9
Caribou Island....	N.E. part	45 44 0	62 46 0	One.....	Rev	Every minute...	10
<i>Cape Breton Island.</i>							
Port Hood.....	S. entrance of harbor	46 0 0	61 31 40	One.....	F	.....	10
Sea Wolf or Margaree Island...	Summit or middle of island	46 21 30	61 15 33	One.....	F	.....	21
Ingonish	Ingonish Island....	46 41 22	60 20 11	One.....	.....	.....	.....
Bird Island.....	Ciboux island, $\frac{1}{3}$ mile from N. end	46 23 10	60 22 30	One.....	Rev	Every minute...	14
Black Rock Point	S. side of entrance to Big Bras d'Or	46 19 0	60 24 0	One.....	F	.....	.....
Low Point	Flat point E. side of Spanish Bay.....	46 16 12	60 9 22	One.....	F	.....	14
Flint Island.....	On island	46 11 5	59 45 50	One.....	Rev	Every 15 seconds	12

of the Department of Marine and Fisheries.—*Continued.*

Time harbor Light is shown.	Color or any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water.	Height in feet of build- ing from base to vane.	Year lighted.	Character and order of illuminating apparatus.	Remarks.
SCOTIA.						
ST. LAWRENCE.						
During navigation.....						Not yet lighted.
"	Square, wood, white.	44	26	1866	C	Visible round horizon.
"	Octagon, wood, strip'd red and white ver- tically.....	65	55	1834	C	Lighted when the naviga- tion is free from ice. A small red light is seen be- low lantern, kept W. S. W. clears the E. reefs off Pictou Island. Variation in 1870, 22° 40' W.
"	Square, white.....	52	.....	1853	C	
"	"	350	39	1861	"	
"	"	50	23	1868	"	Red light, visible from W. round N. to S.
"	"	35	26	1868	"	
"	Square tower, white.	54	.....	1854	"	Red light on N. side, white light on S. side.
"	" ..	298	.....	1854	"	To vessels in dangerous proximity to the island the light may become ob- scured by the abrupt cliffs on the sides of the island.
.....					"	Building.
"	.....	77	33	1863	"	Alternate white and red flashes.
"	White, square	45	23	1868	"	
"	Octagon, red and white vertical.....	70	51	1832	"	Variation in 1869, 25° 45' W.
12 All the year.....	Octagonal, white....	65	43	1856	"	Visible round compass.

LIST of Lights in the Dominion of Canada, under the charge

Name of Light.	Place.	Latitude, N.	Longitude, W.	Number of Lights and relative positions.	Fixed flashing, fix & flash int., alt., revolving.	Interval of revolution of flash.	Miles seen in clear weather.
<i>Cape Breton Island.—Continued.</i>						NOVA SCOTIA.	
Scattari Island ...	N.E. point on Trap Rock.....	° ' " 46 2 13	° ' " 59 40 18	One.....	Rev	Visible a minute, eclipsed half a minute.....	15
Main-a-Dieu	New light to be lit in Spring.						
Louisburg Harbor	N. side of entrance, 60 fathoms in shore of point.....	45 54 34	59 57 15	One.....	F	.....	16
Point Tupper	Ship harbor.....	45 36 40	61 22 0	One	F	.....	7
North Canso	N. entrance W. side, 120 yards in shore.	45 41 42	61 25 58	One.....	F	.....	18
Sand Point.....	S. entrance, Eddy or Sand Point.....	45 30 29	61 13 42	Two, horizontal, 8 yards apart.....	F	.....	8
Guysboro' Harbor.	W. side of entrance, near Peart Point Chedabucto Bay ..	45 22 47	61 29 11	One.....	F	.....	8
Green Island	Summit of island....	45 28 51	60 53 40	One.....	F	.....	14
Arichat Harbor ...	Marache' Point, S. entrance, Madame Island.....	45 29 2	61 1 52	One.....	F	.....	8

of the Department of Marine and Fisheries.—*Continued.*

Time Harbor Light is shown.	Color or any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water.	Height in feet of building from base to vane.	Year lighted.	Character and order of illuminating apparatus.	Remarks.
—Continued.						
During navigation	Octagonal, white....	90	70	1839	Catoptric lights with parabolic reflectors and argand burners ..	The light should never be brought to bear to eastward of N.N.E., or to southward of S. S. W., nor approached nearer than 1½ miles. A boat is here to render assistance.
"	White, with a black vertical stripe.....	85	35	1842	" ..	On keepers dwelling. Variation in 1869, 26° W.
"	Square, white.....	44	24	1870	" ..	Red light. In consequence of the intervention of the land on the south side can only be seen three miles in that direction.
"	Wood, square, white.	110	35	1842	" ..	There is good anchorage under the light with the wind off shore. Lantern on keeper's dwelling.
"	Wood, square, white with a black diamond	25 each.	.....	1851	" ..	Lights in windows at each end of building.
"	Wood, square, white	30	20	1846	" ..	Variation in 1869, 23° 10' W.
All the year....	"	70	31	1865	" ..	Red light, centre of keeper's dwelling, visible round horizon.
"	"	34	.....	1851	" ..	

LIST of Lights in the Dominion of Canada, under the charge

Name of Light.	Place.	Latitude N.	Longitude, W.	Number of Lights and relative positions.	Fixed, flashing, fix & flash int., alt., revolving.	Interval of revolution or flash.	Miles seen in clear weather.
NOVA SCOTIA.							
Canso Cape	N. part of Cranberry Island.....	45 19 49	60 55 29	Two, in one tower vertically, 12 yards apart	F	.....	upper 15 lower 9
White Head Island	S.W. extremity.....	45 11 58	61 8 2	One.....	Rev	Every 20 seconds	11
Beaver Island	S.E. part of E. Beaver or William Island.	44 49 34	62 20 13	One.....	Rev	Every 2 minutes	12
Egg Island.....	Centre of island	44 39 51	62 51 32	One.....	Rev	Every minute ..	14
Devils Island.....	Devil Island, S.W. part E. entrance to harbor	44 34 48	63 27 27	One.....	F	.....	8
Meagher's Beach...	Sherbrooke tower, Meaghers Beach, E. side of entrance...	44 36 6	63 31 55	One.....	F	.....	12
Sambro'.....	Middle of island	44 26 11	63 33 42	One.....	F	.....	20 or 21
Peggy's Point	E. side of entrance to St. Margaret's Bay	44 29 0	63 57 0	One.....	F	.....	.....

of the Department of Marine and Fisheries.—*Continued.*

Time harbor Light is shown.	Color or any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water.	Height in feet of build- ing from base to vane.	Year lighted.	Character and order of illuminating apparatus.	Remarks.
<i>—Continued.</i>						
{ All night through the year.....	Wood, octagon, strip- ed red and white horizontally	{ 75 } { 40 }	60	1815	Catoptric lights with parabolic reflectors and argand burners...	Daboll's fog trumpet is situated 100 yards S. of lighthouse, each blast will be five seconds dura- tion, with intervals of 20 seconds. Heard in calms 10 miles. Variation in 1869, 23° 35' W.
„	White, pyramidal oc- tagonal lantern ...	55	35	1854	„	Light not totally obscured during the eclipses, 10 sec- onds duration flash and 10 seconds eclipse.
„	White, with two black balls seaward S. S. W	70	35	1846	„	On house.
„	Wood, octagonal, black and white vertical stripes on seaward side	80	45	1865	„	Alternate white and red faces, visible round hori- zon.
„	Octagonal, dull red with white belt ...	45	.....	1852	„	Dull red to seaward. Pilots are stationed here.
„	White, circular roof, red.....	58	48	1815	„	When Sambro Light bears W. S. W, this light should not be brought to the westward of N. which clears the Thrum Cap Shoal. Variation in 1869, 20° 10' W.
„	Octagon, white.....	115	60	1758	„	If a vessel fires a gun dur- ing a fog, it will be answered by two from the island. Pilots resort here. Daboll's fog trum- pet is established 100 yards south of lighthouse. Each blast will be 5 seconds duration, with intervals of 20 seconds. Can be heard 10 miles in calm weather.
„	White, square	65	26	1868	„	Red light, lantern on dwelling.

LIST of Lights in the Dominion of Canada, under the charge

Name of Light.	Place.	Latitude, N.	Longitude, W.	Number of Lights and relative positions.	Fixed flashing, fix & flash int., alt., revolving.	Interval of revolution of or flash.	Miles seen in clear weather.
NOVA SCOTIA.—							
Chest: Mahone Bay	East Ironbound Island S.E. part, 200 feet from cliff	44 26 15	64 4 30	One	F	.....	16
Cross Island	Cross Island, E. point, Lunenburg Bay	44 18 43	64 9 57	Two vertical, 15 yards apart... {	upper Fl lower F {	Ev'ry minute {	upper 14 lower 6
Lunenburg or Battery Point	On Island, S.E. part, W. side of entrance to Le Have River.	44 21 41	64 17 36	One	F	.....	12
Mosher Island	Near Cape Le Have, mouth Le Have River	44 12 0	64 18 0	One	F	.....	.....
West Ironbound Island, S. side	Medway Head, W. side entrance	44 13 43	64 16 19	One	Rev	Every 30 seconds	13
Medway Port	Coffin Island, S. point, Liverpool Bay	44 6 10	64 32 14	One	F	.....	10
Liverpool	Fort Point, Liverpool Bay, S. entrance ..	44 1 58	64 37 34	One	Rev	Every 2 minutes	16
Fort Point	Nearly on centre of island	44 3 45	64 39 0	One	F	.....	7
Little Hope	Gull Rock	43 48 31	64 47 15	One	Rev	Every minute...	12
Ragged Island Harbor	Cape Roseway, near S.E. entrance of Macnutt Island...	43 39 14	65 5 5	One	F	.....	10
Shelburne Harbor	Two, vertical, 21 yards apart	43 37 17	65 15 45	Two, vertical, 21 yards apart	F	.....	upper 18 lower 10
Barrington	Baccaro Point, W. side entrance	43 26 54	65 28 12	One	F	.....	10
Sable Cape	On cape	43 23 19	65 37 11	One	Rev	.....	12

of the Department of Marine and Fisheries.—Continued.

Time harbor Light is shown.	Color or any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water.	Height in feet of building from base to vane.	Year lighted.	Character and order of illuminating apparatus.	Remarks.
<i>Continued.</i>						
All night	Oblong, white, wood, lantern and tower on keeper's dwelling	150	46	1871	Catoptric lights with parabolic reflectors and argand burners...	Burnt down and rebuilt. The lantern alone is visible.
} "	Red, octagonal base.	{ 100 65 }	} 53	1832	"	Building hidden by trees. Pilots resort here, and vessels might take refuge in case of necessity. Upper white, 45 seconds, dark, 15 seconds. Variation in 1869, 19½° W.
	Square, white.....	50		1864	"	On top of dwelling house, which is white.
"	"	55	26	1868	"	Red light.
"	Square tower, white.	72	29	1855	"	Near the edge of a cliff 40 feet high.
"	Square, white with black square seaward.....	44	23	1851	"	Like a dwelling house.
"	Octagon base, horizontal stripes red and white, eight in number.....	65	50	1812	"	Light, 30 seconds; dark, 90 seconds. Variation in 1869, 18½° W.
"	Square, white.....	30	17	1855	"	Red light, left on port side when entering the harbor
"	"	40	26	1865	"	Red light, centre of keeper's dwelling, visible round horizon.
"	"	56	31	1853	"	
} "	Octagonal, vertical stripes black and white.....	{ 12 65 }	} 77	1788 re-paired.	"	Variation in 1869, 17½° W.
	Square, white, with black ball seaward.	49		1850	"	Red light.
"	White, octagon	53	50	1861	"	Bright, 15 seconds; dark, 25 seconds. Variation in 1869, 17° 10' W.

LIST of Lights in the Dominion of Canada, under the charge

Name of Light.	Place.	Latitude, N.	Longitude, W.	Number of Lights and relative positions.	Fixed, flashing, fix & flash int., alt., revolving.	Interval of revolution or flash.	Miles seen in clear weather.
NOVA SCOTIA.							
Tusket River.....	Big Fish Island, S.W. point	43 42 3	65 57 15	Two, horizontal, 8 yards apart.....	F	.....	12
Pubnico Harbor ...	Beach Point, E. side of entrance, 60 fathoms from low water mark.....	43 35 45	65 46 54	One.....	F	.....	8
BAY OF							
Seal Island.....	S. point $\frac{1}{8}$ of a mile inland.....	43 23 34	66 0 52	One.....	F	.....	18
Yarmouth or Cape Forchu.....	E. cape, S. point....	43 47 28	66 9 21	One.....	Rev	Every minute and 45 seconds	18
Cape St. Mary ..	E. side of bay	44 5 0	66 10 30	One.....	Rev	Every 30 seconds, red and white. ....	.....
Sissiboo.....	S. side of entrance of river	44 26 30	66 1 15	One.....	F	.....	8
Bryer Island	N.W. point.....	44 14 57	66 23 2	One.....	F	.....	13

of the Department of Marine and Fisheries.—*Continued.*

Time Harbour Light is shown.	Color or any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water.	Height in feet of building from base to vane.	Year lighted.	Character and order of illuminating apparatus.	Remarks
—Continued.						
All night.....	Wood, white, square.....	.....	.....	1864	Catoptric lights with parabolic reflectors and argand burners...	Visible seaward. In windows each end of a dwelling house. White.
"	Square, white.....	28	20	1854	"	Open westward of St. John's Island, bearing N.E. by N. clears the ledge; making harbor from any other direction, the light must be brought to the Northward of E.N.E. before it can be steered for to avoid shoal spot off St. Ann's Point.
FUNDY.						
"	Octagon, white.....	98	60	1830	Dioptric 2nd Ord.....	The Blonde Rock lies S. by W. $3\frac{1}{2}$ miles from Lighthouse; variation in 1869, $16^{\circ} 48' W.$ Fog whistle near Lighthouse.
"	Octagon, vertical stripes, red & white	117	59	1839	Catoptric lights with parabolic reflectors and argand burners...	Light $1\frac{1}{2}$ minute, dark $\frac{1}{2}$ minute. Fog whistle on W. side, sounded in fogs or snowstorms.
"	Octagonal, white....	103	43	1868	"	Alternate red and white; one revolution every two minutes.
"	White wood, pyramidal.....	36	37	1870	"	
"	"	92	55	1809	"	Variation in 1869, $17^{\circ} 45' W.$

LIST of Lights in the Dominion of Canada, under the charge

Name of Light.	Place.	Latitude, N.	Longitude, W.	Number of Lights and relative positions.	Fixed, flashing, fix & flash int., alt., revolving.	Interval of revolution or flash.	Miles seen in clear weather.
<i>Bay of Fundy—Con.</i>						NOVA SCOTIA	
Westport	Peters Island, S. entrance to Grand Passage	44 15 30	66 20 20	Two, horizontal, 24 feet apart.....	F	.....	10
Boar's Head.....	Boar's Head, 50 feet from edge of cliff .	44 24 16	66 13 0	One.....	Rev	Alternate red & white, flashes every minute.....	
Digby or Annapolis.....	Prim Point, S. point of entrance.....	44 41 34	65 47 8	One.....	F	.....	13
Marshall Cove or Port Williams.	S. shore, Bay of Fundy	44 56 52	65 16 1	Two, vertical, 20 feet apart.....	F	.....	10
Margaretville....	„	45 2 57	65 4 0	Two.....	F	.....	8
Black Rock	S. shore	45 10 10	64 46 0	One.....	F	.....	12
Horton	On bluff, W. side of Avon River	45 6 15	64 2 10	One.....	F	.....	20
Burnt Coat Head.	Basin of Minas, S. shore.....	45 16 17	63 51 30	One.....	F	.....	13
Spencer's Point..	Spencer Point, N. shoreCobequid Bay	45 21 0	63 46 0	One.....	F	.....	6
Partridge Island or Parrsboro'..	W. side of River....	45 23 0	64 19 0	One.....	F	.....	9
Apple River.....	Cape Capstan or Hetty Point, N. entrance.....	45 26 20	64 51 30	One.....	F	.....	12

of the Department of Marine and Fisheries.—Continued.

Time Harbor Light is shown.	Color or any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water.	Height in feet of building from base to vane.	Year lighted.	Character and order of illuminating apparatus.	Remarks.
—Continued.						
All night	Square, white	40 each.	15	1850	Catoptric lights with parabolic reflectors & argand burners	Visible from the northward between the bearings of S. by W. and S.S.W., and from the southward between the bearings of N.E. by E., and N.N.W. $\frac{1}{2}$ W.
"	"			1864	"	On the top of a dwelling-house, which is white.
"	Square, vertical, red and white stripes . .	76	22	1817	"	Variation in 1369, $18^{\circ} 50'$ W.
"	Square, white	{ 60 } { 57 }	22	1859	"	Lantern on top of dwelling, lower light in bow window, visible from W.S.W. round N. to E.N.E.
"	Square, white and black, horizontal . .	{ 30 } { 27 }	22	1859	"	Red light, visible from W.S.W. round N. to E.N.E.
"	Square, white	45	35	1848	"	Light on top of dwelling, visible from all points of approach.
"	"	92	20	1851	"	Variation in 1869, $20\frac{1}{2}^{\circ}$ W. Light in window.
"	"	75	35	1859	"	On keeper's dwelling, visible from all points of approach.
"	Window in a building . .	35	20	1863	"	
"	Square, white	37	32	1852	"	Lantern on keeper's dwelling.
"	Oblong, with tower, white	64	45	1870	"	Rebuilt about 160 feet S.S.E. from old one.

LIST of Lights in the Dominion of Canada, under the charge

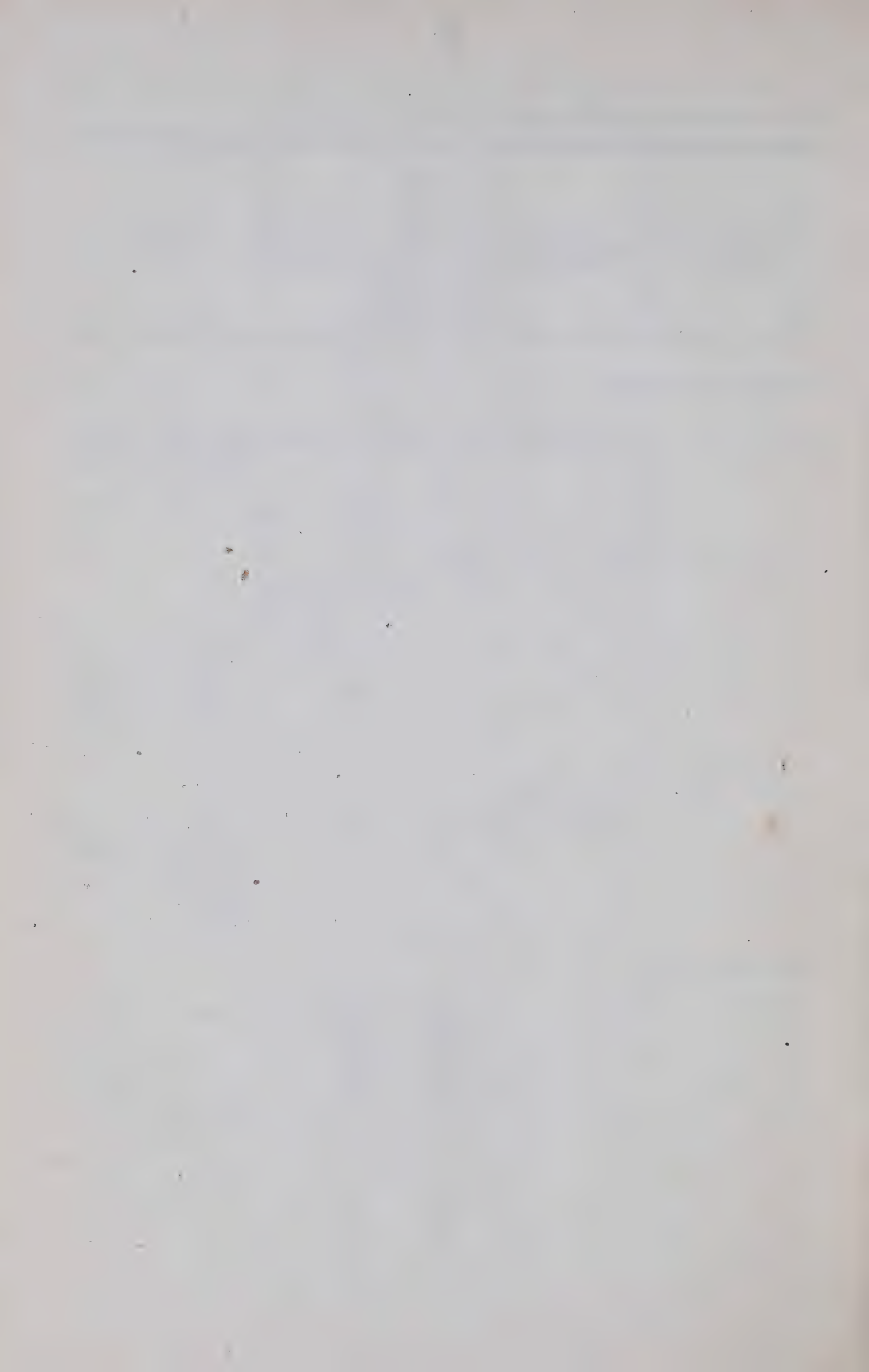
Name of Light.	Place.	Latitude, N.	Longitude, W.	Number of Lights and relative positions.	Fixed, flashing, fix & flash int., alt., revolving.	Interval of revolution or flash.	Miles seen in clear weather.
<i>Bay of Fundy—</i>		° ' "	° ' "	NEW BRUNSWICK,			
Grindstone	W, part of island ...	45 43 13	64 37 25	One	F	.....	12
Enragé	Pitch of Cape	45 35 34	64 46 55	One	F	.....	15
Quacc.	Small rock off head ...	45 19 20	65 31 55	One	Rev	Every 20 seconds	15
St. John Harbor.	Partridge Island ..	45 14 3	66 3 5	One	F	.....	20
	Beacon Tower	45 15 3	66 3 5	One	F	.....	10
Lepreau	On point	45 3 31	66 27 39	Two, vertical, 9 yards apart	F	.....	15
Campobello Island	N. point of Head Harbor	44 57 40	63 53 55	One	F	.....	15
Port St. Andrew.	N. point of entrance.	45 4 10	67 4 0	One	F	.....	10

of the Department of Marine and Fisheries.—*Continued.*

Time Harbor Light is shown.	Color or any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water.	Height in feet of building from base to vane.	Year lighted.	Character and order of illuminating apparatus.	Remarks.
BAY OF FUNDY, &c.						
During the year.....	Wood, octagonal, white	60	.....	1854	Catoptric lights with parabolic reflectors & perforated sun burners	Visible from N.E. by E. round by N. to E. by S. or 315° Cape Enragé Lighthouse, S.W. by W. ½ W. about ten miles. Variation in 1869, 20° 30' W.
"	White.....	120	23	1840	D. 4th ord..	Visible between the bearings of N.W. round by S. to N.E.
"	Octagon, horizontal bands, red and white	58	46	1835		
"	Octagon, vertical stripes, red and white	119	40	1791	.....	In foggy weather a steam whistle is sounded every minute for ten seconds. A bell buoy is established near E. side of Partridge Island Reef.
"	Octagon, vertical stripes, white and red.....	35	15	1828	D. 4th ord..	Leading light for the Spit Lighthouse burned Jan. 7th, 1867; new one built. Variation in 1869, 19½° W.
"	Octagon, striped horizontally red and white	{ 81 53 }	{ 31	1831	Catoptric lights with parabolic reflectors & perforated sun burners	Visible between the bearings of W.N.W. and E. by N. from the S. Variation in 1869, 18° 50' W. Fog-whistle during fogs and snow-storms.
"	Octagon, white with red cross.	64	34	1829	"	Variation in 1869, 18½° W.
"	Octagon, white	42	22	1833	"	Visible between the bearings of N.W. by N. and S.E. by S. Variation in 1869, 16½° W.

LIST of Lights in the Dominion of Canada, under the charge

Name of Light.	Place.	Latitude, N.	Longitude, W.	Number of Lights and relative positions.	Fixed flashing, fix & flash int., alt., revolving.	Interval of revolution of flash.	Miles seen in clear weather.
<i>Bay of Fundy.</i> —Con.		° ' "	° ' "	NEW BRUNSWICK, BAY			
Grand Manan Island, N.E. part	Swallow's Tail	44 45 52	66 44 4	One	F	.....	17
Machias Islands, two lights.....	Eastern light.....	44 30	7 67 6 13	Two, W. by N. $\frac{1}{2}$ N., and E. by S. $\frac{1}{2}$ S., 56 $\frac{3}{4}$ yards apart	F	.....	15
Gannet Rock	On the rock.....	44 30 38	66 47 1	One.....	F & Fl	A flash for 4 $\frac{1}{2}$ seconds every minute	12
RIVER ST. JOHN,							
Green Head .....	.....	45 18	0 66 7 30	One .....	.....	.....	10
Sand Point.....	.....	45 22	0 66 12 0	do .....	.....	.....	10
Oak Point .....	.....	45 32	0 66 6 0	do .....	.....	.....	10
No Man's Friend .....	.....	45 47	0 66 7 30	do .....	.....	.....	10
Oromocto Shoal .....	.....	45 53	0 66 27 0	do .....	.....	.....	10
Wilmot's Bluff .....	.....	45 56	0 66 30 0	do .....	.....	.....	10
Cox's Point	Grand Lake	46 2 0	.....	.....	.....	.....	.....



APPENDICES
OF THE
FISHERIES BRANCH
OF THE
DEPARTMENT
OF
MARINE AND FISHERIES.

LIST OF FISHERY APPENDICES.

	PAGE.
A.—Statement of office work.....	211
B.—List of Fishery Officers for the Dominion of Canada.....	212
C.—Report of the cruise of the Government schooner <i>La Canadienne</i> for the season of 1870, with statistics of fisheries in the Gulf and Lower St. Lawrence Divison.....	222
D.—Statistics of fisheries, south shore River St. Lawrence, from Quebec to Cape Chatte.....	250
E.—Statistics of fisheries, north shore River St. Lawrence, from Quebec to Point au Colombier.....	253
F.—General recapitulation of the yield of fisheries in the Province of Quebec.....	254
G.—Return of fishing vessels, &c., at the Magdalen Islands in 1870.....	255
H.—Synopsis of Fishery Overseers' Reports in the Province of Quebec.....	262
I.—Report on the fish breeding establishment at Newcastle, Ontario.....	271
J.—Statistics of fisheries in the Province of Ontario.....	278
L.—Synopsis of Fishery Overseers' Reports in the Province of Ontario.....	289
M.—Report of the Inspector of Fisheries in Nova Scotia and New Brunswick.....	285
N.—Statistics of fisheries in the Province of New Brunswick.....	302
O.—Statistics of fisheries in the Province of Nova Scotia.....	301
MARINE POLICE REPORTS, AND REPORTS OF OFFICERS IN COMMAND OF HER MAJESTY'S CRUISERS.	
P.—Captain P. A. Scott, Officer in command of the steamer <i>Lady Head</i>	307
Q.—" " " Supplementary Report.....	315
R.—James A. Tory, Officer in command of the schooner <i>Ida E.</i>	317
S.—H. E. Betts, " " <i>Ella G. McLean</i>	321
T.—J. C. E. Carmichael " " <i>Sweepstake</i>	326
V.—A. Betts " " <i>Water Lily</i>	327
X.—G. V. Story " " <i>England</i>	329
Y.—N. Lavoie " " <i>La Canadienne</i>	331
Z.—L. H. Lachance " " <i>Stella Maris</i>	333
AA.—Reports of Officers in command of Her Majesty's cruisers.....	333
BB.—List of foreign fishing vessels boarded.....	350
CC.—" " " seized.....	362

APPENDIX A.

STATEMENT of work of the Fisheries Branch of the Marine and Fisheries Department performed during the period from 1st January, to 31st December, 1870.

	1870	1869	Increase.
Letters received, acknowledged, examined, entered, indexed, or otherwise disposed of, covering 396 pages.....	3,392	2,984	408
Letters written, entered, indexed, and despatched, covering 2,693 pages....	2,467	1,628	839
Reports to Council, written, entered, indexed and carried out.....	52	38	14
Orders in Council, received, registered, copied and carried out.....	51	33	18
Quarterly Accounts, examined and checked.....	227	182	45
Special statements, and memoranda for Minister, covering 334 pages.....	69	24	45
Requisitions for cheques.....	533	420	113
Miscellaneous documents prepared and copied, covering 2,914 pages.....	2,914	2,186	728
Licenses made out and delivered.....	637	592	45
Circulars written to Overseers and others.....	1,193	419	774
	11,535	8,506	3,029

Certified

W. F. WHITCHER,

Department of Marine and Fisheries,
Fisheries Branch,

Ottawa, 1870.

P. MITCHELL,

Minister of Marine and Fisheries.

APPENDIX B.

SCHEDULE of Fishery Officers in the Provinces of Ontario, Quebec, Nova Scotia, and New Brunswick, appointed under the Fisheries Act (1868), with Districts, Post Office Address, Salary, &c., &c., distinguishing those who being Fishery Overseers are instructed to act *ex officio* as Magistrates, from those who act in the capacity of Fishery Wardens, and do not exercise magisterial powers.

PROVINCE OF ONTARIO.

Name.	District.	Address.	Overseer or Warden.	Salary.
Henry Hunt	Larue's Island	Rockport	Warden ..	\$ cts. 20 00
Jno. Wallace	Lindoe Island, Gananoque and Charles- ton Lakes	Lansdown	" ..	40 00
J. A. Cameron	Cornwall to Coteau du Lac	Summerstown	Overseer ..	50 00
Jno. Mooney	Brockville to Cornwall	Prescott	" ..	150 00
Peter Kiel	Wolfe and Amherst Islands, and waters around down to Brockville	Wolfe Island	" ..	100 00
Jos. Pierson	Carrying Place to Point Peter	Consecon	" ..	50 00
Peter Huff, jr.	West Point to Point Peter	Pictou	" ..	50 00
Wm. A. Palen	Point Peter to Petticoat Point	Point Peter, Cherry Valley ..	" ..	100 00
Jno. G. Hicks	Petticoat Point to Black River	Point Traverse	" ..	100 00
Wm. Plews	Black River to Bongard's Wharf	Cape Vessy (Cressy)	" ..	100 00
Jas. K. Cameron	Cobourg to Brighton, with tributary streams and lakes, including Rice Lake ..	Cobourg	" ..	200 00
Chas. Wilkins	Waters of the Bay of Quinte fronting on Counties of Northumberland, Addington, Lennox, Hastings, and Frontenac, and from Carrying Place eastward to Point Pleasant	Belleville	" ..	1,200 00
Samuel Wilmot	Toronto to Presqu'île	Newcastle	(*) ..	300 00
Jno. W. Kerr	Whitby Harbor to Long Point	Hamilton	" ..	50 00
Henry Groves	From London to Gardner's Mill Dam on the Thames River	London	Overseer ..	150 00
P. Marentette	Thames River to Rond'Eau	Sandwich	" ..	200 00
S. A. MacVicar	Goderich to Rond'Eau	Sarnia	" ..	100 00
Jno. Eastwood	Goderich to Cape Hurd	Southampton	" ..	100 00
Farquhar McRae	Sydenham River, and Lake St. Clair, from Baptiste Creek to Baby's Point ..	Wallaceburg	" ..	100 00
Geo. S. Miller	Cape Hurd to Penetanguishene	Owen Sound	" ..	100 00
Wm. Plummer	Penetanguishene to Thessalon River ..	Manitowaning	" ..	100 00
Jos. Wilson	Thessalon River to head of Lake Superior	Sault Ste. Marie	" ..	50 00
J. S. Dennis	Lake Simcoe and tributaries	Toronto	" ..	50 00
W. H. Shipman	Scugog, Sturgeon, and Balsam Lakes ..	Port Perry	" ..	100 00
Jas. Bird	Inland Waters Co., Peterboro'	North Douro	" ..	
		Total		\$3,560 00

* Fishery Officer in charge of Government Fish-breeding Establishment at Wilmot's Creek.

PROVINCE OF QUEBEC.

Name.	District.	Address.	Overseer or Warden.	Salary. \$ cts.
Napoleon Lavoie	Officer in charge of <i>La Canadienne</i> ...	Gaspé Basin (in summer), L'Islet (in winter).....	Overseer	1,200 00 300 00
Alfred Blais	Point Lévi to Matane	Rimouski.....	"	50 00
Jos. I. Letourneau...	Cape Chatte to River Ste. Anne des Monts.....	Ste. Anne des Monts....	"	50 00
P. Vibert	Point Peter to Percé	Percé	"	50 00
Jos. Eden	York, Dartmouth, and St. John Rivers, Gaspé Basin and Bay, to Point Peter	Gaspé Basin	"	50 00
Jas. M. Remon	Percé to Point Maquereau	Pabos	"	50 00
Wm. Phelan	Point Maquereau to Paspebiac Point.	Port Daniel	"	100 00
R. W. H. Dimock ...	Paspebiac Point to River Grand Cas- capedia	New Richmond	"	50 00
P. C. Beauchesne...	Grand Cascapedia to Magnasha Point	Carleton.....	"	50 00
Alex. Fraser	Magnasha Point to River Matapedia, including same.....	Matapedia	"	150 00
Jno. Mowat	Restigouche River, from Mission Point upwards, including tributaries in Cos. of Bonaventure and Restigouche...	"	"	200 00
Jos. Beaulieu	Esquimaux Point to Shell Drake River	Mingan (in summer), Carleton (in winter)...	"	50 00
Ferd. Saillant	Lakes St. John and Kenogami, and the Upper Saguenay River	Grand Bay	Warden ..	50 00
C. Demeule	River du Gouffre to Canard River, in- cluding inland lakes adjacent to Murray Bay, and St. Pauls Bay....	Murray Bay	" ..	100 00 100 00
Geo. Riverin	Canard River to Bersimis River, in- cluding the Saguenay, and its branches from Eternity River downwards ...	Tadousac	Overseer ..	50 00 50 00 50 00 50 00
Felix Sylvestre	Moisie District	"	" ..	100 00
G. Mathurin	Natashquan District	"	" ..	50 00
Prudent Fournier...	Watacheschoo District	"	" ..	50 00
Frs. Thivierge	Anticosti Island	"	" ..	50 00
J. J. Fox	Magdalen Islands	"	" ..	100 00
S. F. Copp	Lakes Memphremagog, Orford Pond, Sugar Loaf Pond, and Brown Lake, with tributaries.	Georgeville	" ..	150 00
W. C. Willis	Waters in District of St. Francis	Sherbrooke	" ..	100 00
H. W. Austin	Districts of Montreal and Richelieu, together with Richelieu River and tributaries.	Chambly	" ..	50 00
D. McFarlane	Chaudiere River and tributaries	Huntingdon	" ..	50 00
R. McCorkill	Yamaska River and tributaries	West Farnham	" ..	50 00
P. E. Luke	Missisquoi Bay in Lake Champlain and Pike River	Philipsburg	" ..	50 00
Danl. Rosa	Lakes Beauport, St. Charles, and ad- jacent lakes	Quebec	Warden ..	50 00
L. P. Huot	Lakes Philippe, Gagné, and adjacent lakes, and the Island of Orleans....	Chateau Richer	" ..	100 00
W. L. Holland	Ottawa District	Ottawa	Overseer ..	3450 00
		Total		

PROVINCE OF NOVA SCOTIA.

W. H. Rogers	Nova Scotia	Amherst	Fishery of- ficer....	800 00
<i>Cumberland County.</i>				
Thos. H. Patton	Cumberland County, Eastern Division, embracing all streams emptying into the straits of Northumberland	River Philip	Overseer ..	100 00

PROVINCE OF NOVA SCOTIA.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
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Cumberland County.—Continued.

				\$ cts.
Oliver Fillmore.....	River Philip, Hanams Falls, upwards.	River Philip.....	Warden..	25 00
David Stewart.....	" " downwards	" " " " " "	" " "	25 00
Jeremiah Brownell.....	Shinimicas River.....	Shinimicas, Goose River.	" " "	25 00
Asa Fillmore.....	River Philip.....	River Philip.....	" " "	25 00
Geo. Dimock.....	Cumberland County, Western Division, including all streams flowing into Bay of Fundy	Amherst.....	Overseer..	100 00
David Corbett.....	Laplanche and Nappan Rivers.....	" " " " " "	Warden..	25 00
Moses Harrison.....	Maccan River.....	Maccan, W. O.....	" " "	25 00
John H. Barnes.....	River Hebert.....	Parrsboro' River.....	" " "	25 00
Francis L. Jenks.....	Parrsboro' River.....	Parrsborough.....	" " "	25 00

Annapolis County.

W. T. Carty.....	Annapolis County.....	Annapolis.....	Overseer..	120 00
Geo. Hardwick.....	Annapolis and Languille Rivers.....	" " " " " "	Warden..	25 00
John H. Hicks.....	Bridgetown River.....	Bridgetown.....	" " "	25 00
James Viditoe.....	Nictaux River.....	Nictaux River, Wilnot..	" " "	25 00

Digby County.

James H. Morehouse.....	Digby County.....	Digby Neck Settlement..	Overseer..	120 00
Wm. Odell.....	Joggins River.....	Digby.....	Warden..	25 00
Basil R. Robicheau.....	Salmon River.....	Salmon River, W. O.....	" " "	25 00
Lochlin McKay.....	St. Mary's Bay.....	St. Mary's Bay, W. O.....	" " "	25 00
Robert Journey.....	Sissaboo River.....	Digby.....	" " "	25 00
John P. Thibodeau.....	Metaghan Rivers and Comeau's Brook	Metaghan River.....	" " "	25 00

Queen's County.

Saml. T. N. Sellon.....	Queen's County.....	Liverpool.....	Overseer..	120 00
Stephen Clements.....	Fort Point to Salmon Rocks, Milton Bridge, on Liverpool River.....	" " " " " "	Warden..	25 00
Theodosius Ford.....	Milton Bridge, up Port Liverpool River	Milton.....	" " "	25 00
Wm. Buchanan.....	Salmon Rock to Puddingpan Island, around the coast.....	Liverpool.....	" " "	20 00
Hy. Hocker.....	Puddingpan Island to Toby's Island, up Port Medway River to Dog Cove	Port Medway.....	" " "	30 00
Ephraim Mack.....	From Steam Mills to Salters Falls on Port Medway River.....	Mill's Village.....	" " "	30 00
Barnabas Miles.....	Salters Falls to Pawn Hook on Port Medway River.....	Greenfield, W. O.....	" " "	20 00
Stephen Smith.....	Pawn Hook to Brookfield.....	Liverpool.....	" " "	20 00
Jonathan Smith.....	Fort Point to Western Head, Liver- pool Harbor.....	" " " " " "	" " "	15 00
James Farquhar.....	Western Head, Liverpool Harbor, to Broad River, Port Mouton and Port Joli.....	" " " " " "	" " "	30 00

Shelburne County.

Wm. Muir, Jr.....	Shelburn County.....	Shelburn.....	Overseer..	125 00
David Powell.....	Barrington River.....	Barrington.....	Warden..	20 00
W. McKay.....	Clyde River.....	" " " " " "	" " "	20 00
Mathias Greenwood.....	Round Bay River and Indian Brook..	Clyde River, W. O.....	" " "	20 00
Geo. Acher.....	Birchtown River.....	Shelburn.....	" " "	15 00
Richd. McGill.....	Roseway River.....	" " " " " "	" " "	20 00

PROVINCE OF NOVA SCOTIA.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
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Shelburne County.—Continued.

				\$ cts.
James Mullins	Jordan River	Shelburne	Warden ..	30 00
Lathrop Freeman....	Sable River	Sable River, W. O.	" ..	20 00
H. Ackerman	Green Harbor	Ragged Island, Lockes Island, W.O.	" ..	20 00

Halifax County.

Ezekiel Sibley	Halifax County, East Division, Dart- mouth to Ecum Secum	Megher's Grant, W. O., Musquodoboit	Overseer ..	100 00
Wm. Guild	From Ship Harbor to Chezzetcook, in- clusive	Lunenburg	Warden ..	40 00
Wm. Hall	Sheet Harbor	Sheet Harbor	" ..	40 00
John Fitzgerald	Halifax Harbor to Margaret Bay, Portuguese Cove	Portuguese Cove	Overseer ..	100 00
Archld. Kidston	From Peggy's Cove to Terrance Bay ..	Spryfield	Warden ..	40 00
George Deauphiné ...	From Hubbert's to Peggy's Cove, Margaret Bay	Margaret Bay, Peggy's Cove, W.O.	" ..	40 00

Victoria County.

Donald McRae, jr. ...	Victoria County	Baddeck	Overseer ..	120 00
Jno. McLellan	Middle River	Middle River, W.O., Bad- deck	Warden ..	25 00
Donald McQuarrie ..	"	Baddeck	" ..	20 00
Donald McMillan ...	Baddeck River	Middle River, W.O., Bad- deck	" ..	25 00
Angus McKenzie	North River	North River, W.O.	" ..	25 00
Donald McRae	Baddeck River tributaries	Baddeck	" ..	25 00

Pictou County.

Walter Murray	Pictou County, East Division, includ- ing Sutherland's, French and Barney's River	Barney's River, W.O.	Overseer ..	100 00
George Murray	Barney's River	" ..	Warden ..	25 00
Donald Rankin	Sutherland River	New Glasgow	" ..	25 00
James McMillan	French River	" ..	" ..	25 00
Angus McDonald	Bailey's Brook	Bailey's Brook, W.O.	" ..	25 00
Thomas Graham	Pictou County, West Division, includ- ing East, Middle, West and Caribou Rivers	New Glasgow	Overseer ..	100 00
Wm. Smith	New Glasgow Bridge to head of East River	" ..	Warden ..	30 00
Wm. Graham	New Glasgow Bridge to Harbor	" ..	" ..	25 00
Robt. Archibald	Middle River	Middle River	" ..	25 00
Daniel Creighton	West River	" ..	" ..	25 00
Jno. Cameron	River John	" ..	" ..	25 00

Cape Breton County.

Francis Quinan	Cape Breton Co.	Sydney	Overseer ..	120 00
Anthony Spencer	Mira River, Black Brook	Mira Gut, W.O.	Warden ..	25 00
Thos. Drake	Mira Bridge and Trout Brook	Mira, W.O., Bridgetown ..	" ..	25 00
John M. Eachen	Salmon River	Arischat	" ..	25 00
Thos. Moore	Balls and Leach's Creeks	North Sydney	" ..	25 00
Donald McDonald	Sydney River and Forbs	Langan	" ..	25 00
Alex. McLean	Millbrook	" ..	" ..	25 00

PROVINCE OF NOVA SCOTIA.—*Continued.*

Name.	District.	Address.	Overseer or Warden.	Salary.
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Kings County.

Benjamin E. Smith.	Kings County	Kentville	Overseer ..	\$ cts. 125 00
John E. Starr	Kings County, with special reference to the coast fisheries	Wolfville	" ..	125 00

Colchester County.

Wm. Blair	Colchester Co., South Division	Onalow	" ..	100 00
Richd. C. Archibald.	Salmon River	Truro	Warden ..	25 00
Samuel Fraze	Shubenacadie River	Shubenacadie River	Warden ..	25 00
Robt. J. Pollock	Stewiacke River (lower portion)	Lower Stewiacke	" ..	25 00
Geo. Fulton	Stewiacke River (upper portion)	Stewiacke River, Brook- field	" ..	25 00
James Bonyman		New Annan	Overseer ..	40 00
Charles Cummings	Colchester County, North Division	Londonderry	" ..	100 00
Henderson Gass	Waugh's River	" ..	Warden ..	25 00
Robert Fletcher	Dé Bert River	" ..	" ..	25 00
Henry Urquhart	Folly River	" ..	" ..	25 00
Hy. M. Fulton	Portapique River	Portapique, W.O	" ..	25 00
Jno. A. P. McLellan.	Economy River	Economy	" ..	25 00

Yarmouth County.

T. B. Crosby	Yarmouth County	Tusket	Overseer ..	100 00
Robert Baker	From Lower Narrows to Mouth of Tusket River	Yarmouth	Warden ..	25 00
J. A. Hatfield	From Reynard's Falls to Lower Nar- rows, Tusket River	Tusket	" ..	25 00
Wm. Kavaragh	Gurill's Bridge to Coldstream	" ..	" ..	25 00
Wm. Prosser	Branches of River above Reynard's Falls	" ..	" ..	25 00
Eustace Nickerson	Salmon River	Yarmouth	" ..	25 00
Edward Perry	Little River	" ..	" ..	25 00

Lunenburg County.

Daniel Dimcock	Lunenburg Co. East div., Middle, Gold, Martin's and Mushamush Rivers	Chester	Overseer ..	100 00
Ebenezer Frail	Eastern River	" ..	Warden ..	25 00
James Corkum	Middle River	" ..	" ..	25 00
Benjamin Keddy	Lower Gold River	" ..	" ..	25 00
David Vienot	Upper Gold River	Beech Hill, Chester	" ..	25 00
Jas. Langille	Martin's River	Chester	" ..	25 00
Henry S. Jost	Lunenburg Co. West Division	Lunenburg	Overseer ..	100 00
Chas. Pernette	From mouth of Lahave River to Wil- kie's Cove	" ..	Warden ..	25 00
Jas. E. Dauphiné	Wilkie's Cove to Henry Koch's	Lahave River, W.O	" ..	25 00
Jas. Mossman	From Henry Koch's to Knock's	Lunenburg	" ..	25 00
Edwd. Morgan	Knock's to source of Lahave River	Lahave River, New Ger- many, W.O	" ..	25 00

Inverness County.

Murdoch, A. Ross	Inverness Co. East Division	North-East Margaree	Overseer ..	100 00
Jno. McIntosh	From mouth of Margaree River to South West Chapel	Margaree	Warden ..	25 00
Jno. Carmichael	Middle portion of Margaree River	Margaree, W.O	" ..	25 00
Donald Gillies	Upper waters and tributaries, Mar- garee River	Margaree River, Mabou	" ..	25 00

PROVINCE OF NOVA SCOTIA.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary
<i>Inverness County.—Continued.</i>				
Reuben Philips....	Upper waters and tributaries, Mar-	Margaree, North East	Warden..	\$ 25 00
John McEae.....	garee River.....	"	"	25 00
Wm. Grant.....	Inverness Co. West Division.....	Mabou.....	Overseer..	100 00
Bernard Dwyer....	Mabou River.....	"	Warden..	25 00
Angus McIntyre....	River Denis.....	River Denis, W.O.....	"	25 00
Donald McDonald..	River Inhabitants.....	River Inhabitants, W.O.....	"	25 00
Angus Cameron....	"	"	"	25 00

Richmond County.

Duncan Cameron....	Eastern Division from River Bour-			
	geoise to East boundary of County,	St. Peter's.....	Overseer..	125 00
	including said river.....	Grand River, W.O.....	Warden..	30 00
Alex. Urquhart....	Grand River.....	Loch Lomond, W.O.....	"	30 00
Hector McKinnon..	Loch Lomond.....			
Jno. H. Ballam....	Western Division, from River Bour-	Arischat.....	Overseer..	125 00
	geoise to West boundary of County.	Decousse River, Arischat.	Warden..	30 00
Peter W. Grouchy..	Decousse River.....	Port Hawkesbury.....	"	30 00
John Proctor, Sen..	Inhabitants River.....			

Hants County.

Peter S. Burnham...	Hants County, Western Division to			
	extend from West County line to	Windsor.....	Overseer..	100 00
	Walton.....	Shubenacadie R. from Stewiacke R.	Warden..	30 00
John W. Dinsmore..	Shubenacadie R. from Stewiacke R.	Shubenacadie.....	"	30 00
James Mosher.....	to Halifax County line.....	Brooklyn.....	"	30 00
Timothy B. O'Brien.	Rivers Meander and Herbert, from	Windsor.....	Overseer..	100 00
	mouth to source.....	Newport.....	Warden..	30 00
Joseph Mosher....	East Division from Walton to Col-	Maitland.....	"	30 00
	chester line.....			
Joseph Mosher....	Kennetcook River, from its mouth to			
	the head of tide.....			
Jas. M. O'Brien....	Walton and Kennetcook rivers.....			

Guysborough County.

Jas. A. Tery.....	Guysborough Co.....	Guysborough.....	Overseer..	150 00
Jas. Cook.....	Salmon River, from mouth of river to	Salmon River, W.O.....	Warden..	25 00
	Graham's West Line.....	"	"	20 00
Wm. P. Carritt....	From Graham's West Line to foot of			
	Neil's Lake, including North branch	Salmon River, W. Branch,	"	15 00
	and Lake.....	Guysborough.....	"	30 00
Wm. H. Chisholm...	From foot of Neil's Lake to Beaver			
	Dam Lake inclusive, and all the			
	lakes which it passes through.....			
Donald Gunn.....	From mouth of Scott's place to Coun-	Cross Roads.....	"	30 00
	try Harbor Lake, including Gunn's	Sherbrooke, St. Mary's..	"	30 00
	Brook from main river to Hurley's	Melrose.....	"	30 00
	Lake.....	Glenelg.....	"	30 00
William Pride....	From mouth of river to Sinclair's			
	point, including stream from Wine			
	Harbor to Lakes.....			
Thos. McKeen.....	From Forks to Country line, including			
	McKeen's Mill and Brook to Lake.			
Thos. McKenzie....	From Forks to Indian-man's Brook..			

PROVINCE OF NOVA SCOTIA.—*Continued.*

Name.	District.	Address.	Overseer or Warden.	Salary.
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Guysborough County.—Continued.

Robt. McKay	From head of tide to head of Intervale on the North Branch, and to Cameron's Mill on the Valley Branch ..	Guysboro', Intervale, W.O.	Warden ..	\$ cts. 15 00
Jas. R. Bruce	From mouth of Clam Harbor River to Upper Falls	Guysborough	" ..	10 00
Jas. Nickerson	From Beach to Falls, including North West Brook	New Harbor, W.O.	" ..	15 00

Antigonish County.

Richd. Smith	Antigonish Co	Antigonish	Overseer ..	125 00
Angus McDonald	From mouth of Harbor to foot of Marsh, from thence up Tracadie stream to Lake, from Marsh up to Monastery Brook, including French Settlement Brook and Tarbits	Tracadie	Warden ..	30 00
Alex. Chisholm, Jun.	From mouth of Harbor to Forks, from thence on the Pomquet River to V. Chisholm's Mill, and from Forks on the Black River to Falls ..	Pomquet Forks, Antigonish	" ..	25 00
Albert Randall	From Shore to Lake	Bayfield, W.O.	" ..	15 00
Colin Chisholm	From Antigonish Harbor to McWilliams or St. Andrew's Bridge	Lower South River, Antigonish	" ..	25 00
Angus McDonald	From McWilliam's Bridge to Frazer's Bridge, including Big Brook	Upper South River, Antigonish	" ..	25 00
Jno. Cumming	From Frazer's Bridge to Country Line at the head of Lake	Upper South River, Antigonish	" ..	20 00
Jno. Dexter	From Antigonish Harbor (foot of Marsh) to Trotter's Millbrook, thence up said Brook to Trotter's Mills, including both branches of West River and Bailey's Brook	Antigonish	" ..	30 00
Jno. Smith	From Trotter's Mill-Brook to W. Thompson's dam	West River, Antigonish ..	" ..	25 00
Jas. McLean	From Thompson's dam to Addington Forks Bridge	West River, Addington Forks, Antigonish	" ..	25 00
Hugh Cameron	From Forks Bridge to Pinkeytown Bridge, including James River and Beaver River	Addington, W.O.	" ..	25 00
Duncan Fraser	From Pinkeytown Bridge to Stewart's Mill	Ohio	" ..	20 00
Total				\$6815 00

PROVINCE OF NEW BRUNSWICK.

W. H. Venning	New Brunswick and Nova Scotia	St. John, N.B.	Inspector of fisheries	1,400 00
R. N. Venning .....	.....	" .....	Clerk	400 00

PROVINCE OF NEW BRUNSWICK.—*Continued.*

Name.	District.	Address.	Overseer or Warden.	Salary.
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County of Restigouche.

I. Ferguson.....	Little Dune River to Morris Rock ...	Dalhousie	Overseer ..	100 00
Wm. McMillan.....	From Little Belle Dune to Eel River.	New Mills.....	" ..	100 00
Jno. Galbraith.....	Charlo River.....	Dalhousie	Warden ..	25 00
Jas. McMillan.....	Jasquet River	River Landing, W.O.....	" ..	25 00

County of Gloucester.

Jas. Hickson.....	River Nipissiguit and tributaries, with Sea Coast and streams from Belle Dune River to Grindstone Point ...	Bathurst	Overseer ..	100 00
Wm. Bateman.....	Nipissiguit River	Bathurst	Warden ..	100 00
Juste Hache	Oyster beds in Co. of Gloucester, Car- raquet, and Shippegan	Carraquet	Overseer ..	100 00
Justinian Savoy	Tracadie	Tracadie, W.O.....	" ..	25 00
Jno. L. Veno.....	Pokemouche	Pokemouche	Warden ..	30 00

County of Northumberland.

Thos. Savoy.....	Burnt Church River and tributaries ...	Upper Fergus	Overseer ..	30 00
Thos. Harris.....	Peagabote River and tributaries	Peagabote, M.M.	Warden ..	25 00
Andrew Grant	Miramichi River and Bay with tribu- taries below East end of Beaubairs Island, and fishing ground north of Main Channel	Chatham, Miramichi....	Overseer ..	100 00
Amos Perley.....	Miramichi River and Bay east of Beaubairs Island in the Parishes of Glenelg and Chatham	" ..	" ..	100 00
Christopher Parker .. and	(Miramichi River and tributaries) from Newcastle to Prices Island between Beaubairs Island and	Newcastle, "	" ..	100 00
N. B. T. Underhill ..	Boiestown	Blackville, "	" ..	100 00
John Hogan.....	Miramichi River (N.W.) and tribu- taries from East end of Beaubairs Island upwards	Newcastle, "	" ..	100 00
Aaron Hovey.....	Miramichi River (S.W.) and tributaries between Blissfield and Boiestown...	Boiestown	Warden ..	30 00
Geo. Bryantou	From Elm Tree Brook to Squire Under- hill's, on S.W. Miramichi River ...	Blackville, Indiantown..	" ..	30 00
Kenneth Cameron ..	Miramichi River S.W. from line of Blissfield to the Head Waters and tributaries	Boiestown, Miramichi...	Overseer ..	100 00
Henry Vye, Sen.....	From Beaubairs Island to Parker's on South West, and from said Island to Huchinson's Ferry on North West ...	Newcastle, "	Warden ..	30 00
Patrick Bergin.....	Cain's River, Parish of Blackville....	Dumpley, W.O., Parish Blackville, S.W. Mira- michi	" ..	30 00
Thos. Smith.....	From lower end of Fingley's Island on N.W. Miramichi, upwards, and the Big Savogde.....	North Esk, Miramichi ..	" ..	30 00
David Somers.....	From lower side of Ox-Bow, on the Bule South West upwards.....	" ..	Overseer ..	30 00
Jared Tozer.....	Little South West River and tribu- taries	" ..	Warden ..	30 00
Denis Hogan.....	Renous River and tributaries	Renous Bridge, W.O....	" ..	30 00
Thos. McKenzie.....	From Dunbar's Point on N.W. Mira- michi to lower end of Fingley's Island on Little South West to lower side of Ox-Bow.....	Red Bank, North Esk, Miramichi	" ..	30 00

PROVINCE OF NEW BRUNSWICK.—*Continued.*

Name.	District.	Address.	Overseer or Warden.	Salary.
<i>County of Northumberland.—Continued.</i>				
				\$ cts.
Robt. Brimmer	Napan and Black Rivers and tribu- taries	Chatham, Miramichi . . .	Warden . .	30 00
John Williston	Bay du Vin River and Bay, with Parish of Hardwick, Fox, and other Islands and Stations on South side of Main Channel of Miramichi River	Bay du Vin, W.O	Overseer . .	100 00
James Russell	Miramichi Bay and feeders	Newcastle, Miramichi . . .	" . .	100 00
<i>County of Kent.</i>				
Chas. Cormier	Cocaigne River	Dundas	Overseer . .	100 00
J. Mc D. Sutherland . .	Richibucto River	Richibucto	" . .	50 00
Francis B. Légaré . . .	Little Buctouche River	Little Buctouche River, Shediac	" . .	30 00
A. M. Girouard	Big Buctouche River	"	" . .	30 00
T. D. Courrier	"	"	Warden . .	30 00
<i>County of Westmoreland.</i>				
Wm. B. Deacon	Shediac Harbor and Rivers	Shediac	Overseer . .	60 00
Jno. Wright	Petitcodiac and Memramcook River . .	Moncton	Warden . .	60 00
<i>County of Albert.</i>				
Jno. Alcorn	County of Albert	Harvey	Overseer . .	150 00
John Taylor	Petitcodiac River	Coverdale	" . .	40 00
Richd. Gross	Mouth of Petitcodiac and Dorchester Bay	Hillsboro'	" . .	30 00
Jacob Beck	Pollet River	Elgin	" . .	30 00
<i>County of Charlotte.</i>				
B. L. Cunningham . .	Inner Bay of Passamaquoddy	Chamcock, W.O	Overseer . .	30 00
J. W. Fountain	Campo-Bello and West Isles, with coast and streams in Charlotte County	Deer Island, Fairhaven, W.O	" . .	100 00
Patrick Curran	St. Croix River and tributaries	Milltown, St. Stephen . .	" . .	120 00
Lorenzo Drake	Grand Manan Island	Grand Manan	" . .	50 00
W. B. McLaughlin . . .	Grand Manan spawning grounds	"	" . .	*240 00
Leonard Best	East District from La Tête to Le- preaux	Beaver Harbor, W.O . . .	" . .	100 00
Saml. Dick	St. George to Beaver Harbor	La Tête, W.O	Warden . .	30 00
Robert Dixon	Seely's Cove to Lepreaux	Lepreaux	" . .	30 00
<i>County of Kings.</i>				
Isaac Foshay	County of Kings	Sussex, Apohaqui	Overseer . .	100 00
Saml. Gosline	From the mouth of Smith's Creek up- wards	Smith's Creek, W.O . . .	" . .	50 00
Saml. F. Ryan	Mill stream	Stadholm, Apohaqui . . .	Warden . .	30 00
<i>County of Queens.</i>				
Isaiah Langan	Salmon River	Chipman W.O. Gasperaux .	Warden . .	30 00
John Secord	Canaan River	"	" . .	30 00

* Includes boat hire.

PROVINCE OF NEW BRUNSWICK.—*Continued.*

Name.	District.	Address.	Overseer or Warden.	Salary.
<i>County of Sunbury.</i>				
Reuben Hoben	St. John's River, Indiantown, to County Line of York.....	Burton, W.O.....	Overseer .	\$ cts. 100 00
<i>County of York.</i>				
Chas. McPherson....	County of York.....	Fredericton.....	Overseer .	150 00
Jas. Campbell.....	Grand Pass on St. John's River up- wards	Kingsclear, W.O., Fred- erickton	Warden ..	30 00
Wm. Brown .....	.....	Southampton	" ..	30 00
Alex. Moir.....	From Price's Bend to Burnt Hill, S.W. Miramichi	Bloomfield	" ..	30 00
<i>County of Carleton.</i>				
Hugh Miller	Miramichi River (S.W.) from Head waters to Forks	Glassville.....	Overseer .	30 00
Hugh Harrison.....	St. John's River and tributaries from Long's Creek to Tobique River	Woodstock	" ..	100 00
Geo. Stickney	St. John's River	Haviland, W.O.....	Warden ..	30 00
Toussaint Tremblay .	St. John's River from Eel River to Woodstock .....	.....	" ..	30 00
<i>County of Victoria.</i>				
Chas. McClesky	Tobique River	Andover.....	Warden ..	100 00
Chas. Roberts	County of Victoria.....	Grand Falls	Overseer .	30 00
Robt. Melville	Three Forks, branch of Tobique River	Andoverette, W.O	Warden ..	30 00
Geo. Bedell	Salmon	Andover.....	" ..	30 00
Total.....				\$6080 00

P. MITCHELL,
Minister of Marine and Fisheries

(Certified) W. F. WHITCHER,
Department of Marine and Fisheries,
Fisheries Branch, Ottawa, 1870.

APPENDIX C.

REPORT OF THE CRUISE OF THE GOVERNMENT SCHOONER "LA CANADIENNE," IN THE RIVER AND GULF OF ST. LAWRENCE, FOR THE SEASON OF 1870, UNDER COMMAND OF N. LAVOIE, ESQ., FISHERY OFFICER IN CHARGE.

To the Hon. P. MITCHELL,
Minister of Marine and Fisheries.

SIR,—Agreeably to your instructions, after having completed the repairs necessary to enable *La Canadienne* to put to sea, we left Quebec on the 23rd of April for Magdalen Islands, where we arrived on the 8th of May. Although we reached that locality much earlier than usual, we found United States schooners already there, and the want of a requisite force to put the laws in operation was more than ever felt this season.

MAGDALEN ISLANDS.

These islands, with an extent of coast line of over 100 geographical miles, are undoubtedly the most important point in the Gulf, both from the fertility of the soil, the abundance of all kinds of fish frequenting their waters, and from the large number of fishermen annually resorting there. Although the herring and cod fishery around the islands almost failed last spring, still the high price realized from the proceeds of seal hunting and cod fishing carried on by schooners repairing to the north shore, coupled with an abundant harvest, made a most successful season for the inhabitants of these islands, and the fears at first entertained from failure in the spring fishery have happily been dispelled.

Seal Hunting.

Seal hunting on the ice was most successful last spring; 6,000 seals were killed by the inhabitants. These animals were most numerous on the northern side of the islands near Grindstone, Albright and Grose Isle. Although attended with much fatigue and danger, this hunt is impatiently looked forward to by the inhabitants. It often happens that, carried away by their eagerness, the fishermen, forgetful of danger, rush in pursuit of seals, never to return, either through exhaustion or from being carried away by the ice drifting towards the open sea. Such accidents have made the fishermen more careful of late years, and no loss of life attending this pursuit has occurred for several years past.

In 1869, from 700 to 800 seals only were taken on the islands. For several years past, outfitters, who despatched schooners for seal hunting on the ice, had been so unsuccessful, that these ventures were yearly diminishing in importance. Last year only seven schooners left the islands, the result being only 1,531 seals. But thanks to the energy displayed by the island out-fitters, this state of things has changed. During the course of last winter, more extensive preparations than usual were made, and this spring 17 schooners went to the Gulf, manned by 155 men. Their trip was most successful; they brought back 8,813 seals. This success raised the hopes of our men, and active preparations were already being made this fall for next spring; whilst several schooners crossed over to the north coast to winter at Natashquan, so that being on the spot they might seize the earliest opportunity of commencing operations.

Herring Fishery.

The yield of the first part of the season in herring fishing was much below an average, if we can call fishing a catch of 2,100 barrels of fish divided between 119 schooners and the whole of the islands fishermen. The same fishery yielded in 1869, 75,000 barrels.

The failure is in nowise to be attributed to a want of fish in the waters of Pleasant Bay; they resorted thither as usual to spawn, but owing to an early spring and the early disappearance of the ice, the fish struck in three weeks earlier than usual, thus disappointing the expectations of foreign as well as of our own fishermen. At the date of our reaching Magdalen Islands, we found 119 schooners from the United States in Amherst Harbor and Pleasant Bay. They were expecting new shoals of herring, but they waited in vain, the fish did not come. The first schooners of the spring fleet arrived on the 27th, the second and third on the 28th April. A few herring were still near shore when these fishermen arrived; they managed to catch about half a cargo on their first arrival, but next morning the fish were all gone.

It is useless to remark here that the owners and outfitters of these vessels must have suffered heavy loss from the disappearance of herring. On the 18th of May, 30 schooners, which had been detained by the ice, reached the islands for the same fishery, but on finding out that it was over they immediately left. M^r. Painchaud, of Amherst Island, is the only one who has been provident enough to supply himself with seines and salt. He caught 1,100 barrels in two hauls, which pays him a hundred fold for the cost incurred. This improvident spirit displayed by our people is the more to be regretted, as when they repair to the coast of Labrador again for herring fishing, they are still at the mercy of foreign fishermen, and often return empty-handed after undergoing great hardships and danger.

Mackerel Fishery.

Summer and fall fishing were not quite equal to last year's, but the fish sold so well (\$8 and \$10 per barrel) that there is a real increase in the revenue of this fishery. Cod-fishermen in schooners are mostly the only ones who join in mackerel fishing, and they do so when returning from cod fishing about the end of July.

Sixty boats, manned by 120 men, fished for mackerel this year. Yield, about 25 barrels per boat.

Cod Fishery.

Cod as well as herring appeared early on the island banks, and on the 27th April, that is to say, one month earlier than usual, fishing had begun. At the above-named date, when in other years this fishery is hardly beginning, fishermen had already caught 40 quintals. Although codfish is generally found during the whole season on the banks of the islands, a period arrives when only very few are caught, either from the fish being unable to find its food in the usual places, or from a scarcity of bait. This slack time occurred this season during the summer, but spring and fall fishing were so good, and the price of fish so high, that on the whole the proceeds were larger both in quintals and in value than last year.

The average catch in 1869 was 60 quintals; that of 1870, 90 quintals per boat.

The schooners which repaired to the north coast were very successful; in less than three weeks they returned with a complete cargo of from 350 to 400 cwts. of fish each.

About 40 United States and other schooners fished around the islands for mackerel and cod. These vessels enter our harbors only for purposes of shelter or for water and leave at once; it is almost impossible to have a true statement of their catch.

I was informed that during the summer several of the crews of these schooners had been disorderly, and committed damages, but upon close enquiry into the facts I became convinced that such was not the case, and that order and peace had always prevailed.

Agriculture.

Although agriculture is still in a state of infancy at Magdalen Islands, yet its progress has been most remarkable during the past two years. The good example given by certain farmers has produced its effect, and several of them are now met with who derive the main part of their living from their farms.

In 1869 the islands yielded a good crop of potatoes, oats and corn. On Grindstone Island 160 bushels of corn were ground during last winter. This is more than has been done for six years past. During the course of the summer, 5,000 bushels of oats were sent to the Halifax market by the island merchants.

The quantity of seed grain was doubled last spring, and was followed by an abundant harvest. This result will give the inhabitants more taste for the cultivation of their lands which they have too long neglected, and will enable them the better to appreciate the wealth of this fertile soil. It is a well known fact that should the taste for agriculture increase among the inhabitants of Magdalen Islands, their lands will soon become as fertile and the inhabitants as rich as those of Prince Edward Island. It is to be hoped that these desirable ends may soon be attained.

AMHERST HARBOR.

In conformity with official instructions, and at the request of the Collector of Customs, we placed ourselves, on arriving at Magdalen Islands, at the disposal of the local authorities, and tendered our services for the maintenance of peace, and the collection of the new duty imposed by the Dominion Government on all vessels frequenting Amherst Harbor in order to defray the costs of the works for its improvement. The collector had several times attempted to collect this duty but without success.

Being informed that parties refused to pay, *La Canadienne* was anchored at the mouth of the harbor, and I notified all parties concerned that nobody would be allowed to go out without having previously paid these dues in conformity with the law. Seeing this, and understanding that it would be useless to resist, the most violent followed the example of others, so that in two or three days every one had paid, with a little grumbling it is true, but still peaceably. I am convinced that without a sufficient force to uphold our authority, most of these dues would have been evaded. During the whole of our stay at the islands peace and order prevailed.

The inhabitants asserted several times that they never could be too thankful to the Government for the help and assistance afforded them by *La Canadienne* during the time they were most in need of it.

Amherst Harbor Improvements.

The work of deepening the harbor and removing the obstacles at its entrance began in June, but little has yet been done.

The difficulties were greater than were at first expected. It is hoped, however, that with the experience already gained, and effective help, the contractor will soon be enabled to complete the deepening of the channel, so as to afford at all times a safe passage to vessels drawing from 10 to 12 feet of water.

ISLAND OF ANTICOSTI.

This island, which seamen have at all times dreaded, and from the shores of which they still keep at a respectful distance, is beginning to be frequented and settled by hardy fishermen tempted there by the desire of participating in its rich fisheries, which up to the last few years were comparatively unexplored.

A more perfect knowledge of the surroundings of the island and more prudence on the part of the fishermen, enables them to arrive, depart and sail around the island in almost every kind of weather. The importance and value of its fisheries have also increased along with the number of fishermen. The waters bordering Anticosti are stocked with the same kinds of fish which are met with on the south and north coasts of the St. Lawrence, but fishing always commences later than on the south shore. Hardly any salmon are caught before the latter part of June.

Cod Fishery.

Three schooners from Douglastown (Gaspé) fished on the north shore of the island, and two of them carried back two cargoes each. At about four or five miles from the north

shore of the island is a celebrated fishing bank, a favorite resort not only for the island fishermen but for those of the north shore, Magpie and St. John Rivers and Long Point when cod fails on the coast of Labrador. Seventy boats were engaged in this fishery. The yield in 1869 was 3,000 cwts.; in 1870, 5,945 cwts.

Salmon Fishery.

Ten new licenses were issued for this fishery last summer on the shores of Anticosti; only three parties, however, could avail themselves of this permission, the season being too far advanced when they received their licenses. Seven fishing stations yielded 102 barrels of salmon, being 30 more than last year. I must here say a word about the great disproportion in the rate of license fees charged on the coast of Anticosti for the use of salmon fishery stations, and that prevailing on the Gaspé coast and Bay des Chaleurs. I do not intend to insinuate thereby that the fishermen of Anticosti complain of it; but this state of things is so apparent that it cannot fail to be noticed by the most indifferent party. Let any one compare the average yield of these seven fishery stations which give the Government a revenue of \$73, with the revenue derived from seven other stations in the Gaspé rivers or Bay des Chaleurs, which pay for a similar privilege the insignificant sum of \$21. Let any one compare the hardships, labors and dangers attending the setting of salmon nets on the coasts of Anticosti with the easy manner and comparative security with which it is carried on the south shore; the enormous advantages enjoyed by the latter fishermen who can dispose of their fish in a fresh state and at much better prices at their own doors, with less trouble and expense than those of Anticosti; let us place all these facts together, and every one will be bound to admit that the inhabitants of Gaspé and Bonaventure are specially favored. As this matter will be touched upon more at length in another part of this report, no more need be said about it at present.

The statistics of the yield of fisheries in this division having been lost in a wreck by the local overseer, it is almost impossible to give the exact catch of halibut, herring, trout and mackerel, but from every information received, it may safely be said that these several fisheries have been far superior to those of last year.

GASPÉ DIVISION.

In order to have the importance of the fisheries, on which I have to report, thoroughly understood, I purpose classing them in two divisions. The first comprising the fisheries of the Counties of Gaspé and Bonaventure; the second, those of the North Shore and Labrador coast from Point des Monts to Blancs Sablons.

COUNTIES OF GASPÉ AND BONAVENTURE.

Owing to the limited space of this report, I cannot enter into lengthy details upon this important division. I will only mention that on its shore were founded the first fishing establishments soon after the discovery of the country.

The establishments were from time to time destroyed and rebuilt during the wars of the conquest, and began to assume any real importance only when they passed into the hands of an enterprising merchant of the Island of Jersey, who contrived to give them the impulse and direction which led to their subsequent prosperity. This honor is due to Mr. Charles Robin. The first establishments were at Percé, Mont Louis, Grand River, and on the shores of Gaspé Bay; others are now met with from Carleton, in Bay des Chaleurs, to Metis in the County of Rimouski. The various kinds of fish frequenting the shores of this division are not met with in equal numbers on all parts of the coast. For instance, cod seem to prefer the banks of Percé, St. Anne des Monts and Cap Chate, although also met with in smaller or larger quantities in other parts of this division; herring seem to prefer in the spring the waters of Carleton and Caspepédia Bays, whilst mackerel frequent more particularly Gaspé Bay, and that part of Bay des Chaleurs

• 17 •

111

On the Gaspé coast, from Fox River to St. Anne des Monts, cod fishing was good

On the Gaspé coast, from Fox River to St. Anne des Monts, cod fishing was good, although inferior to that of Percé. It must be borne in mind that in the former place farming is more practised than in the latter, and that this part of the coast being more exposed to storms and heavy seas, fishermen are often prevented from plying their avocation; moreover, when cod fails on this part of the coast, our people have not the same advantages as those of Percé and Bay des Chaleurs. They cannot repair to the cod fishing banks known as Green, Orphans and Miscou Banks, where fishing is always

successful. Cod was most abundant at St. Anne des Monts and Cape Chatte. There was, unfortunately, a scarcity of hands, most of the fishermen at these places being engaged as laborers on the Intercolonial Railway; nevertheless, Mr. Lamontagne, of St. Anne des Monts, caught 5,000 cwts. of cod fish.

A new industry, connected with cod fishing, has just sprung up in the preparing and export of cod fish roe. The eggs or roe, which at a certain period of the season, reckon for one-third in the weight of the fish, were formerly thrown away with the rest of offals. Now they are utilized; they are pickled in exactly the same manner as cod fish. I did all I could to make popular this new kind of industry, and several hundred barrels have already been sold at Percé, Grand River and Magdalen Islands at a fair price—\$5 or \$6. I hope that by next year the importance of this new source of wealth will be better understood, it being so easily carried on when cod is scarce, as there is plenty of time to prepare the roe; fishermen can thus draw double profit from their catch. The pickled eggs are exported to France by a New York firm, and are mostly used in the Bay of Biscay as bait for sardine fishing. There is a great demand for this article. I am informed by Mr. Levy, agent for the New York firm, that he is willing to give as much as \$8 for any quantity supplied. Cod fishing in 1869, yielded, in the Gaspé division, 132,394 cwts.; it was much better in 1870, and yielded 152,414 cwts. Although capelin and squid failed during the fishing season, herring and mackerel, in the shape of bait, were plentiful enough to ensure the fishermen a season's return larger than any during the past ten years.

Mackerel Fishery.

With the exception of a few fishermen from Magdalen Islands and Gaspé Bay, who, following in the lead of United States fishermen, have entered in this fishery for a few years past, those of Gaspé being engaged in cod fishing do not attend to mackerel fishing, for which our neighbors make such extensive outfittings, and from which they used to realize such large profits. It must, however, be remarked that this year's catch was larger than heretofore; first, as there was no one to obstruct our people; and, secondly, because mackerel appeared in places where it had disappeared long ago. This fish enters Bay des Chaleurs and Gaspé Bay about the middle of June, and remains there until the beginning of October. For several years past it had deserted the coast of Gaspé, from Cape Gaspé to Cape Chatte, and American schooners had abandoned these localities which they formerly frequented in large numbers. It came back this summer, and our fishermen caught a very fair quantity. It was contended this year that mackerel, which was so abundant in 1869 in Bay des Chaleurs, had migrated, and indeed a marked decrease was noticed in this part of the bay in spite of the effective measures taken against American fishermen, whilst it was more abundant in the waters of Percé and Gaspé Bay. It was also met with in large numbers on the western extremity of the County of Gaspé. Schooners fishing for mackerel in Gaspé Bay generally use seines. Two foreign fishing vessels, the *S. G. Marshall* and the *Leila*, came in there this summer and fished, but they were ultimately seized. Besides this violation of our fishery laws, these people behaved in such a manner towards our own people fishing for mackerel and cod, that the latter were compelled to complain. As already stated, the quantity of mackerel caught in the Gaspé division is above that of last year.

Salmon Fishing.

Although this fishery does not give such a large revenue as cod or herring fishing, it is pursued with less work and hardship, and to many is a source of large profits. For this reason new fishing stations are in great demand. On the sea shore the stations are usually occupied by the riparian owners; in the rivers several of them are fished by strangers to the place. If, on the one hand, the regulations made by the Department

for the protection and the natural reproduction of this fish have been difficult to carry out; on the other hand, the splendid results attained during the last five or six years shew their wisdom and usefulness.

In 1869, the quantity of salmon in Gaspé and Bonaventure was 1,091 barrels; this year the catch has increased by one-third at least. Although there was a general increase in the whole of this division, certain places were more favored than others, such as the St. John and York Rivers, New Richmond, Port Daniel and St. Anne des Monts. The first salmon was caught at Gaspé on the 14th of May, three weeks earlier than usual, and from this date to the last days of the fishing it was abundant. The statistics annexed to this report will give some idea of the large profits realized by several Gaspé people. In Restigouche River, on the shores of Carleton and Maria, salmon fishing was very good, but a great part of the season was lost on account of the nets having been set too late. The fish were also much larger than usual. One salmon was caught at Maria weighing 54 lbs. Gaspé and Bay des Chaleurs fish seldom weighed less than 20 lbs., and sometimes 40 lbs. The applications for new salmon fishing stations are numerous, I may also say unreasonable. Were the Department to grant all these requests, there is no doubt that the advantages so dearly realized by judicious restrictions would be lost. Every year several new licenses are given, but always in proportion to the catch. In 1869, eleven were given in the Gaspé division, which yield to the Department a revenue of \$43. These new stations are certainly not so important as old ones, still they give the Department a proportionably much larger revenue than the latter.

Salmon fishing is practised in two ways; by means of nets, and with hook and line. This last mode is known as fly-fishing, and, as well as net fishing, was excellent this season. As already stated, salmon fishing was better than that of last year; and if the large number of fish seen on the spawning beds is to be considered a good sign, next season's fishing presents itself under the best auspices.

Trout Fishing.

This fishing is mostly practised by sportsmen; still, a few barrels are caught with nets, but in limited quantities.

A few tunnies were speared in Gaspé Bay, but this fishery is not specially attended to.

In order to form a better idea of the fisheries of this division, reference is requested to the statistics annexed to this report.

THE RESTIGOUCHE INDIANS.

Before speaking of the second division in this report, it may not be out of the way to say a few words about the Restigouche Indians, and the spearing which is still practised by them, although on a very limited scale, at certain places on the Restigouche River. Living amongst white people, favored and assisted by the Government, one would expect the Micmacs to have made some progress in civilization, but so far from it, relying on this help, they have become careless, are always complaining, and have lost in laziness the energy and activity of their forefathers. They are getting more and more idle, and have contracted the vices which generally characterize this class of people. At any time in summer these strong and healthy men may be seen smoking or sleeping outside their lodges. They manage to imitate the bad qualities and corruption of the white men without being able to follow their good qualities or virtues. In my humble opinion, I consider that the kindness of the Government has done them more injury than good; they have neither the idea nor the ambition to cultivate their lands, to improve their position, nor to become in any way more civilized. Besides the privilege of spearing salmon during certain days of the week for their own use, Government has also granted them splendid lands, and every year a sum is given them to procure seed grain, which several place in the soil, and do not harvest, whilst others exchange it for goods, thus eluding

the aim of Government. Thus what might be magnificent farms, with a very few exceptions, are not cultivated. It is a real anomaly to see so fine a tract of land uncultivated. In spite of the backward state of the Miemac, I think something might still be done with them, viz,—to compel them to follow in the wake of civilization, in the middle of which they live, without following its progress. These Indians are sharp and clever, and in order to satisfy their inclinations, are not afraid of work. Thus it is that when spearing was over, a great many of them hired to work on the Intercolonial Railway, where they had good wages, and could have saved money, had they not been prevented from doing so by their improvident habits and sometimes worse passions. To obtain better results, it would be requisite according to my opinion :—

1st. To take away from them the even limited privilege they have now of spearing salmon during certain days of the week. 2nd. To give them in trust one or two stations under charge of a responsible agent, who, after paying the license fee, the cost of setting and tending, would divide the fish or the revenue thereof, between the several families of the tribe. 3rd. Lead their minds towards the cultivation of their lands, by changing the system of grants, that is to say, by changing the system of seed grants; it might have a better result to hold out inducement to them for improvements actually made on their farms.

These changes, which I merely venture to touch on, might not please them at first, but the necessity of the actual means of living, would bring them to the point, and by degrees they would give up their old habits to attend to their farms. This new life would become a second nature, which could but enrich them, and the results of which would be contentment and civilization. I do not entertain the slightest doubt, that under judicious guidance, these Indians would eventually become good farmers.

LABRADOR DIVISION.

This division is far from possessing the same importance as that of Gaspé, not being so much an agricultural as a fishing division. The north coast, as it is usually called, especially the eastern part of it, was known to, and frequented by the French and Spaniards, even before the discovery of our country, as is attested by Jacques Cartier himself. Powerful companies for the exploration of its fisheries and fur-trade were formed in France. After the discovery of Canada, these companies realized large profits, and when the last one, known under the name of the "Labrador Company," was dissolved only a few years ago, the several fishing stations passed into the hands of individuals, who continued to work them for their own profit. The fishing season just over, is the best that has been experienced on the north coast for many years past. Seal hunting, cod and salmon fishing, all yielded extraordinary results. The fact of the matter is, that, in several instances there was a scarcity of hands equal to the wants of the fishery, and parties were of ten compelled to stop their fishing, in order to cure their fish ashore. Here, as well as on the south shore, establishments for a better preparation of the fish have been made, as at Natashquan, St. John, and Moisie River. Moisie, Natashquan, St. John River, Mutton Bay, Bradore and Blanc Sablon, are the spots where the most activity is displayed, these possessing the largest establishments, as well as yielding the greatest abundance of fish. The two last named places are mostly frequented by fishermen from Magdalen Islands, Esquimaux Point, Newfoundland, Nova Scotia, and United States. The numerous and safe harbours of this part of the coast are a great boon to the fishermen, who anchor there safely, and leave their vessels during the whole of the fishing season. The principal fishing establishments here belong chiefly to strangers. The residents live upon the products of their own fishing, and the little hunting they are enabled to do in winter. Agriculture is out of the question on this shore, two-thirds of the land being nothing but rocks where herbage is hardly seen; but I think good farming establishments might be made at St. John and Moisie Rivers.

Seal Fishing.

The fall fishing, which formerly was the main source of wealth of the Company engaged in it, has always been on the decrease. Last fall, however, there was a remarkable increase in this fishing, which always pays well, even if only a few seals are caught, as those taken in the fall are always the largest, and their skins average \$6 each. This fishing is pursued on the coast of Labrador, from Wapitagus Islands to Blanc Sablon; the best station being that of Mr. Robertson, of La Tabatière, who caught 450 seals. That station formerly yielded as much as 3,000 seals. Several other stations gave 250, 180 and 100. The large number of these animals yearly seen entering the Gulf and ascending the St. Lawrence, shows that they have not abandoned our shores. A certain quantity of young seals used to be caught every spring on the ice, and with seines, but the wind having blown in a north-easterly direction last spring, the ice was carried away, and only a few were caught.

Seal Hunting.

Thirteen schooners from Esquimaux Point, four from Natashquan, and two from Kegashca, manned by 191 men, went out seal hunting last spring on the ice of the Gulf. Their voyage was a complete success; in less than three weeks they returned, some with 1,200, and others with over 1,800 seals; several of them even made two trips.

Cod Fishery.

Cod fishing has been so abundant in this division that even the most sanguine expectations of the fishermen have been exceeded. This fish appears about the middle of June, in the upper part of this division, and in the beginning of July on the Labrador coast, properly so called; and during the whole of this time it continued abundant on the fishing banks until the end of the season. The fishermen claim that this persistence of the cod frequenting the fishing banks, is a good sign for next year; stores are therefore enlarged, new sheds built, and every one is preparing for extensive operations. In order to show the immense quantity of cod which frequented the north shore last season, I may instance the following facts:—

At Blanc Sablon, twenty-two barges caught 6,559 cwts. in two months and a half. One barge, with two men, caught 346 cwts.; the smallest catch being 188. At Mutton Bay, Natashquan, St. John, and Magpie, the fishing was extraordinary; yet, with all this abundance, our fishermen did not realize the vast profits they should have made, owing to their stock of salt having been exhausted too soon. The continuous bad fishing of previous years had so frightened them, that they were insufficiently provided with this necessary article; this, however, is not likely to occur again, now that the fishing is improving. Cod fishing is attended on the north coast with much less danger and hardship than on the south shore. First, it is carried on close to the land, and the men are not obliged, like those of Gaspé, to be in their barges all night procuring bait for the next day. This bait is caught on shore just before starting. Owing to these advantages, and the abundance of fish, a great number of fishermen from the south shore repair to the north coast.

Salmon Fishing.

Salmon fishing (as well as cod) on the north coast was the best ever experienced. The increase was especially remarked at Moisie, St. John, Mingan and Natashquan. In

these rivers the fishing has more than doubled itself. On the coast of Labrador, it fell off a little in the rivers; this failure is attributed to the great drought which caused the rivers to fall too quickly, thus preventing the fish from ascending them as easily as they otherwise would have done. I am the more inclined to share this opinion, as the catch of the nets outside at the mouths of rivers, was much larger than last year. According to the Fishery Overseers' reports, the spawning beds in the Labrador rivers were so thick with salmon, that the fish had the appearance of being piled upon one another. The fishery laws have been strictly observed in this division, the good results of which are plainly apparent. One Sunday, whilst at St. John River, I was pleased to notice the large quantity of salmon ascending the estuary, and leaping here and there where nets are set during the week. The Fishery Overseer told me that he had frequently noticed the same circumstance. This shows the wisdom of the regulation, providing that salmon nets shall be raised from Saturday night to Monday morning, in order to give free passage once a week to the fish as they repair to their spawning beds. Of all the regulations made for the protection of our rivers, I really believe that this is the most efficient to ensure the re-stocking of our streams. In the most important places of this division, salmon is sold fresh at so much per pound; last year it realized five cents. There are two establishments on the coast, one at Natashquan, and the other at St. John, where salmon are bought fresh, and put up in tins for export to foreign markets. Mr. Peasant owns the establishment at Natashquan. Mr. Holliday, of Quebec, owns another establishment at St. John, which employs seventeen men. Upwards of 80,000 boxes have been so prepared at these two stations. These establishments are very advantageous to the lessees of these rivers, who have thus been enabled to realize large profits. I must say to Mr. Holliday's credit, that he is the first Canadian who originated this enterprise, and the country owes him thanks for his endeavours to improve salmon fishing, and give us this fish in a fresh state, and at a cheap figure. Mr. Holliday has also at Moisie, an artificial salmon-breeding establishment, which he has built and maintained at his own cost. Up to this date I believe that the results have not been up to his expectations, but I feel convinced, that with care and study, and an intelligent guardian able to understand and remedy causes of failure, this establishment will prosper.

Mackerel Fishing.

Mackerel are seldom seen in as large quantities on the coasts of this division as on those of Gaspé. They are usually found about Seven Islands, and on the coast of Labrador, from Mecatina to Blanc Sablon. Fishing was good this year at Seven Islands and Bradore Bay. Mackerel had not been seen there for the last three years.

Fall Herring Fishing.

The failure of this fishery, known as the "Labrador herring" fishery is mainly due to the prevalence of strong north easterly winds. The schooners sent out by Quebec merchants to the coast, again returned this year with their goods, at a great loss of time and money. Of the Canadian schooners which engaged in this fishery, those of Esquimaux Point only were successful. This splendid fishery afforded the fishermen of Esquimaux Point one of the most abundant seasons, and was assuring them of plenty and happiness during the ensuing winter, when a disastrous epidemic of a typhoid nature fell on their village at the close of the season. I am informed that its effects are terrible, which is not to be wondered at when one considers the absence of a physician, and the helplessness of the population.

Whale Fishing.

Although this fishing is mainly pursued by Gaspé fishermen, I have not yet mentioned it, as it belongs, strictly speaking, to the division in which it is practised. This fishery is falling off every year. It is full of dangers, and whales have become so scarce, that the fishermen give it up by degrees to engage in more remunerative work attended with less danger. Only one schooner was engaged in it this year.

Trout and Halibut Fishing.

Although trout is abundant in all the rivers of this division, it is not specially fished for, the same remark applies to the halibut, which is met with in large quantities from Egg Island to Natashquan. This last named fish usually appears during the season of cod fishing, but our fishermen do not like to see it on the banks as they say it frightens away the cod. The statistics annexed to this report show the number of barrels of trout and halibut caught in this division.

REMARKS ON THE RELATIVE DISPROPORTION IN THE RATES FOR LICENSES FOR SALMON FISHING STATIONS.

As already remarked, when speaking of the salmon fishery stations of Anticosti, I could not fail to notice the enormous disproportion in the rate of license fees for salmon fishing. The licenses formerly granted appear to have been so given at the nominal rate of half a dollar for each barrel of fish caught. This fictitious valuation, if carried out, might have been fair enough when the catch and the amount of protection given were limited, but now that an efficient and expensive system of protection has rendered these fisheries a hundred fold more valuable, I consider it but simple justice that those who profit by this improved state of things, thereby enriching themselves, should contribute their share to the increased cost of this system of protection. In my opinion, there ought to be some principle upon which to base the valuation either on the average value of the fishery or on the yearly catch. On referring to the licenses issued, it will be seen that one man who catches thirty barrels of salmon pays only \$6, whilst the man who catches fifteen barrels is charged \$15. This is only one instance, although many more might be adduced. This discrepancy is especially noticeable among the Gaspé and Bonaventure fishermen, and my remarks on the subject must not be taken as applying to certain parts of the south shore and Labrador coast, where the poorness of the soil and the peculiar situation of the settlers would seem to entitle them to some consideration on this point. However, in the few new licenses that you instructed me to grant last year, I charged a uniform fee of \$1 per barrel on salmon caught, with which all parties seemed satisfied, and I therefore see no reason why the same rate should not be applicable to Gaspé, Bonaventure, or any other division. The constant and large increase in the salmon fishery is due to the proportionate increase of protection afforded by the Government; to effect this an increased expenditure has been necessary. Again, whilst the fish has increased in quantity, it has also increased in value, fishermen being now able to dispose of it fresh, and at a much higher price than heretofore, almost any-

where in Gaspé, Bonaventure and other places on the north shore. Urged by these considerations, and in order that salmon fishermen within my district should bear a proportionate share of the expense attending the protection of the fisheries, I consider that the license fee in future should be fixed at a more uniform and equitable rate.

I have the honour to be, Sir,

Your obedient servant,

N. LAVOIE.

L'Islet, 31st December, 1870.

RETURN OF FISHING STATIONS, kinds of Vessels, number of Men, kinds of Nets
Bonaventure, Magdalen Islands and the North Coast of Labrador

COUNTY

NAME OF PLACE.	KINDS OF VESSELS.			NUMBER OF MEN.		KINDS OF NETS USED.										Codfish.					
	No. of vessels.	No. of fishing boats.	No. of flat boats.	No. of sailors.	No. of fishermen.	No. of shoremen.	No. of codfish seines.	No. of mackerel seines.	No. of herring seines.	No. of capelin seines.	No. of lance seines.	No. of fathoms seal nets.	No. of cod nets.	No. of mackerel nets.	No. of herring nets.	No. of fathoms salmon nets.	No. of fathoms trout nets.	No. of brush fisheries.	No. of seals.	Summer fishing, quintals.	Fall fishing, quintals.
Cape Chatte....	1	50	....	4	100	5	..	..	..	..	..	..	..	..	50	....	..	3	....	1600	1400
Ste. Anne des Monts.....		96	....		192	22	1	..	2	..	..	..	..	..	90	36½	..	..	..	4200	435
Ruisseau Albour		4	....		8	3	..	..	..	..	..	..	..	..	5	..	..	..	..	115	8
Anse à Jean		1	....		2	..	..	..	..	..	..	..	..	..	2	..	..	..	..	43	11
Rivière à la Marthe.....		5	....		10	3	..	..	..	..	..	..	..	..	6	..	..	..	..	136	47
Marsonie.....		11	....		8	2	..	..	..	..	..	..	..	..	5	..	..	..	..	103	6
Claude River		11	....		22	10	..	..	..	..	..	..	..	..	16	..	..	..	..	268	15
River à Pierre		7	....		14	7	..	..	..	..	..	..	..	..	14	..	..	..	..	323	26
Mont Louis.....		51	19		121	31	..	..	2	..	..	..	..	..	95	..	..	..	..	2300	440
Madeleine River		6	3		15	4	1	..	..	..	..	..	..	2	5	300	..	..	..	150	50
Grande Vallée		40	12		92	30	1	..	3	..	..	..	..	8	70	100	..	..	..	1800	230
Anse à la Louise		1	4		3	..	..	..	..	..	..	..	..	..	21	..	..	..	..
Gaspé Basin.....	3		6		6	..	..	..	..	..	..	..	..	..	26	..	..	..	..
Lobster Cove...	1	1	1		3	..	..	..	..	..	..	..	..	..	6	..	..	..	..
Grand Grève.....	4	32	6		60	30	..	..	..	..	..	..	..	..		..	..	..	..
Gaspé Bay from Grand Grève..		24	10		44	24	..	..	..	..	..	..	..	..		..	..	..	..
Brulé Cove.....		8	4		16	12	..	..	..	..	..	..	..	..		..	..	..	..
Peninsula.....	2	6	8		24	..	..	..	..	..	..	..	..	..	30	30	..	..	..
Gaspé, South...	1	5	18		20	..	..	..	..	..	..	..	..	..	60	36	..	..	..
Sandy Beach.....	3	4	8		48	4	..	..	..	..	..	..	..	..	20	40	..	..	..
Gaspé, North and Sydenham.....		2	10		7	..	..	..	..	..	..	..	..	..	16	..	..	..	..
N.-W. Arm, (South side)...		3	8		8	..	..	..	..	..	..	..	..	..	15	10	..	..	..
St. John's River, (North side)...		4	12		8	6	..	..	..	..	..	..	..	..	6	..	..	..	..
St. John's River, (South side)...		3	10		6	4	..	..	..	..	..	..	..	..	12	..	..	..	..
York River.....	2	4	12		8	..	..	..	..	..	..	..	..	..	20	15	..	..	..
Little Gaspé.....		8	6		13	12	..	..	..	..	..	..	..	..		..	..	..	..
Little Cape aux Os.....		6	3		12	6	..	..	..	..	..	..	..	..	5	30	..	..	..
Big Capeaux Os.		6	4		11	14	..	..	..	..	..	..	..	..	5	..	..	..	..
Douglastown...	2	30	12		60	30	..	..	..	..	..	..	..	..	15	..	..	..	..
Seal Cove.....		10	6		20	10	..	..	..	..	..	..	..	..		..	..	..	..
Belle Anse.....		6	4		12	6	..	..	..	..	..	..	..	..		..	..	..	..
Point St. Peter		73	25		130	63	..	..	..	..	..	..	..	..	5	..	..	..	..
Malbaie.....		42	30		84	60	..	..	..	..	..	..	..	..	24	..	..	..	..
Barachois.....		24	10		48	25	..	..	..	..	..	..	..	..	20	..	..	..	..
Coin du Banc.....		15	7		30	12	..	..	..	..	..	..	..	..		..	..	..	..
Anse à Beaufils		38	30		76	40	8	..	..	..	..	..	10	120	..	..	..	..	..	2850	1350
Cape Cove and Little River, E	2	80	52	10	160	90	15	..	..	..	..	..	12	180	..	..	..	..	..	6000	280

RETURN OF FISHING STATIONS, kinds of Vessels, number of Men,
MAGDALEN

NAME OF PLACE.	KINDS OF VESSELS.			NUMBER OF MEN.		KINDS OF NETS USED.										Codfish.					
	No. of vessels.	No. of fishing boats.	No of flat boats.	No. of sailors.	No. of fishermen.	No. of shoremen.	No. of codfish seines.	No. of mackerel seines.	No. of herring seines.	No. of capelin seines.	No. of lance seines.	No. of fathoms, seal nets.	No. of cod nets.	No. of mackerel nets.	No. of herring nets.	No. of fathoms, salmon nets.	No. of fathoms of trout nets.	No. of brush fisheries.	No. of seals.	Summer fishing, quintals.	Fall fishing, quintals.
Amherst Island.																					
Pleasant Bay ..	7	45	20	9	127	77	..	2	2	..	..	..	131	4	..	..	..	..	1925	1522	..
Bassin		21	..	..	47	42	..	..	..	..	..	..	64	21	..	..	..	..	..	835	186
Mill Cove		16	..	..	36	36	..	..	..	..	..	..	100	18	..	..	..	..	..	1067	152
Cabin Cove		31	..	..	66	66	..	..	..	..	..	..	58	51	..	..	..	..	..	2065	238
West Cape		5	..	..	11	10	..	..	..	..	..	..	2	2	..	..	..	..	..	201	78
Grindstone Island.																					
Etang du Nord ..		42	..	..	103	83	..	..	..	..	..	..	1	1	..	..	..	..	..	3005	294
Cape Mull		10	..	..	22	4	..	..	..	..	..	..	..	..	..	..	..	..	..	33	..
Allright Island.																					
House Harbor ..	12	30	30	28	101	97	..	..	3	..	..	..	..	..	1	..	..	..	8310	4275	..
W. Side Grand Entry ..		30	..	..	62	..	..	..	..	..	..	..	..	..	..	..	..	..	..	53	..
L'Anse à Elie ..		17	..	..	41	17	..	..	..	..	..	..	1	9	..	..	..	..	..	268	..
L'Echourie		7	..	..	17	2	..	..	..	..	..	..	..	..	..	..	..	..	..	38	..
Pointe Basse ..		7	..	..	15	4	..	..	..	..	..	..	..	..	..	..	..	..	..	33	..
South Beach		28	..	..	79	24	..	..	..	..	..	..	1	9	..	..	..	..	..	380	..
Coffin Island.																					
E. Side Grand Entry		17	..	..	35	17	..	..	..	..	..	..	..	17	..	..	..	..	..	514	..
Bryon Island.																					
Bryon Island		3	..	..	6	..	..	..	..	..	..	..	..	4	1	..	..	..	..	..	..
Entry Island		7	..	..	17	32	..	..	..	..	..	..	38	7	..	..	..	..	..	119	..
Total	19	316	50	37	785	511	..	2	5	..	..	..	400	141	..	..	..	..	10235	14408	948

RETURN OF FISHING STATIONS, kinds of Vessels, number of Men, kinds

COUNTY OF

NAME OF PLACE.	KINDS OF VESSELS.		NUMBER OF MEN.		KINDS OF NETS USED-										Codfish.						
	No. of vessels.	No. of fishing boats.	No. of flat boats.	No. of sailors.	No. of fishermen.	No. of shomen.	No. of codfish seines.	No. of mackerel seines.	No. of herring seines.	No. of capelin seines.	No. of lance seines.	No. of fathoms seal nets.	No. of ood nets.	No. of mackerel nets.			No. of herring nets.	No. of fathoms salmon nets.	No. of fathoms trout nets.	No. of brush fisheries.	No. of seals.
Grand River and Little River, W.	93	85	...	...	136	100	11	...	...	...	...	...	...	15	200	3	...	...	...	6875	4085
Pabos	77	56	...	...	154	70	12	...	...	...	...	...	...	6	160	6	...	...	...	4620	2695
Newport	78	86	...	...	156	70	16	...	...	...	...	...	...	5	170	1	...	...	...	5530	2370
Percé	110	58	...	...	220	191	2	...	...	...	13	2	...	68	228	1	...	...	...	8176	3475
Bonaventure Is- land	67	27	...	...	134	83	...	...	...	...	7	1	...	16	154	...	...	...	...	5600	1435
Total	21	1143	652	14	2351	1084	67	...	...	...	27	3	...	142	1570	753½	161	3	...	50689	20928

COUNTY OF

Anse au Gascon	25	20	...	...	50	...	...	...	8	...	...	...	...	60	...	...	...	...	800	500
Anse à la Barbe	7	5	...	...	17	...	...	...	12	...	...	...	...	14	...	...	...	...	270	140
Port Daniel	29	...	...	...	58	...	...	...	7	...	...	...	...	43	7	...	...	...	1015	600
S.-W. Point of Port Daniel	...	5	...	...	5	...	...	...	3	...	...	...	...	8	1	...	...	...	125	65
Point Loup	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Marin	4	22	...	...	30	...	...	...	5	...	...	...	...	32	...	...	...	...	650	160
Chigouac	6	9	...	...	16	...	...	...	3	...	...	...	...	17	...	...	...	...	450	70
Nouvelle (below)	31	20	...	...	62	...	...	...	7	...	...	...	...	47	...	...	...	...	800	430
Paspebiac	20	14	...	...	49	...	...	...	9	...	...	...	...	33	...	...	...	...	210	360
New Carlisle	49	49	...	...	98	230	...	22	17	...	...	...	...	32	50	...	...	...	2020	1640
Grand and Little Bonaventure	67	67	...	...	134	83	...	25	36	...	...	...	...	40	65	24	...	...	2900	1792
Capelin River to the Grand Cas- capedia	15	20	...	...	30	24	...	7	2	...	...	...	...	6	20	107	...	...	300	125
Maria	4	25	...	...	33	...	...	...	10	...	...	...	...	125	3	...	2	...	30	15
Carleton	5	20	...	...	30	...	...	...	8	...	...	...	...	120	2	...	1	...	...	...
Nouvelle (above)	2	5	...	...	9	...	...	...	...	...	...	...	...	10	3	...	...	...	...	...
Maguasha	...	5	...	...	5	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...
Point à la Garde	...	1	...	...	1	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
Battery Point	...	1	...	...	1	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
Little Battery	...	1	...	...	1	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
Cross Point	...	1	...	...	2	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
Bourdon Point	...	2	...	...	3	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...
Total	264	292	...	...	625	337	...	54	117	...	...	...	...	78	644	159	...	3	9570	5897

RETURN OF FISHING STATIONS, kinds of Vessels, number of Men.

COUNTY OF

NAME OF PLACE.	KINDS OF VESSELS.			NUMBER OF MEN.			KINDS OF NETS USED.										Codfish.				
	No. of vessels.	No. of fishing boats.	No. of flat boats.	No. of sailors.	No. of fishermen.	No. of shoremen.	No. of codfish seines.	No. of mackerel seines.	No. of herring seines.	No. of capelin seines.	No. of lance seines.	No. of fathoms, seal nets.	No. of cod nets.	No. of mackerel nets.	No. of herring nets.	No. of fathoms, salmon nets.	No. of fathoms, of trout nets.	No. of brush fisheries.	No. of seals.	Summer fishing, quintals.	Fall fishing, quintals.
Pointe des Monts ..	1	1	2	2	...	...	...	...	...	...	...	...	2	...	...	75	36 nets	...	...	9	10
Trinity Bay	2	1	4	4	...	...	...	...	...	...	...	...	4	...	...	100	35 nets	...	...	9	24
Trinity River (outside)	1	...	2	2	...	...	...	...	...	...	...	...	2	...	...	110	85	...	...	11	26
Cariboo Island ..	4	3	6	6	...	1	...	...	...	...	...	...	6	...	...	169	84	...	...	43	26
Little Trinity River	1	...	1	1	...	...	...	...	...	...	...	...	1	...	...	55	...	...	...	5½	8
Little May River ..	1	1	...	2	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	40
Cariboo Point ..	1	1	...	2	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	40
River Pentecost ..	1	1	...	2	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	120
River Godbout ..	3	3	3	4	...	...	...	...	...	...	...	...	6	...	3	...	...	...	...	12	12
River Ste. Mar- guerite	3	4	...	8	...	...	...	...	...	...	...	...	...	...	2	8	40	...	...	...	230
Seven Islands ..	4	5	...	8	...	...	...	...	...	...	...	...	...	...	1	8	...	2	...	...	...
Pointe Jambon ..	1	1	...	2	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	10
Moisie River (nets inside) ..	4	23	21	14	48	10	...	...	2	...	...	5	3	1	40	50	...	...	400	2306	
Moisie River (nets outside) ..	15	4	...	30	10	1	...	2	2	...	...	...	...	...	...	...	...	...	825	925	
Pointe La Max- mite	1	2	2	6	5	...	...	...	...	...	...	...	13	1	...	...	...	...	...	300	375
Pigou	5	2	...	10	1	...	...	1	1	...	...	...	...	...	...	...	...	...	...	140	...
Shallop Creek ..	2	1	4	2	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	1650	150
Gibraltar Cove ..	16	4	...	32	17	2	...	3	3	...	...	...	...	...	1	...	...	...	...	60	20
Shelldrake	1	2	...	2	2	...	...	1	1	...	...	...	...	...	2	...	...	...	...	...	...
Shelldrake Beach	1	10	2	4	20	9	2	1	1	...	...	...	...	...	...	...	...	...	...	800	200
Shelldrake Head ..	10	5	...	20	9	2	2	3	3	...	...	...	...	...	1	...	...	...	...	980	90
Little Shelldrake ..	5	1	...	10	6	1	...	1	1	...	...	...	...	...	...	...	...	...	...	525	20
Primrose Cove ..	2	2	...	4	3	...	...	1	1	...	...	...	...	...	1	...	...	...	...	215	...
Thunder River ..	24	4	...	48	35	1	1	1	1	...	...	...	...	...	3	...	...	...	...	3190	...
Ridge Point	8	1	...	16	8	...	...	1	1	...	...	...	...	...	...	...	...	...	...	1105	...
Rambler's Cove ..	2	46	18	11	91	69	...	11	11	...	...	...	...	14	...	...	...	...	...	7005	450
Anse des Rous- sies	6	5	...	12	7	...	...	2	2	...	...	...	...	...	4	...	...	...	...	300	68
Magpie	3	3	...	6	2	...	...	2	2	...	...	...	...	...	4	...	...	...	...	140	30
Esquimaux Point	15	36	16	62	73	...	...	3	4	...	...	...	...	...	...	...	...	...	20000	4400	...
River St. John ..	2	27	13	7	55	41	...	1	5	5	...	...	...	15	...	...	...	...	...	2999	198
Long Point	3	42	11	10	84	36	...	...	7	7	...	...	...	...	...	...	...	...	...	5323	645
Mingan	1	1	3	...	...	...	...	...	1	1	...	...	...	...	4	...	...	...	...	...	...
Romaine River ..	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	400	...	...	...	...	...
Jupitagan River ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

kinds of Nets used, kinds of Fish and Fish Oils, &c., &c.—Continued.

SAGUENAY.

KINDS OF FISH.											OILS.				FISH USED AS MANURE.					
Haddock, quintals.	Ling, quintals.	Mackerel, barrels.	Herring, barrels.	Smoked herring, boxes.	Sardines, barrels.	Halibut, barrels.	Tunny, barrels.	Salmon, barrels.	Trout, barrels.	Feels, barrels.	Cod tongues and sounds, barrels.	Seal oil, gallons.	Whale oil, gallons.	Porpoise oil, gallons.	Cod oil, gallons.	Herring, barrels.	Capelin, barrels.	Flat fish, barrels.	Squid, barrels.	Cod roes.
						1	15	3							30					
								55	3						2					
						1	40	5							20					
						1	78½	2½							81½					
							10								10					
			10												8					
			29				21	4							176					
			415	15			9								3					
							18													
		3	2			19	1100½	11						2	1320		19			
						12									1400		40			
		70	10				3½													
		5				5						30	2500		600					
															140					
			4												1560					
							3								80					
							14½								700					
															1140					
						2									500					
			2												220					
			13				1								3190					
															957					
			7			3									7191					
						2										567				
			11				133								143					
			3010												4400					
			12			12	5753								2018					
			32			4									5928					
							101					2486			150					
							204													
							134													

RETURN OF FISHING STATIONS, kinds of Vessels, number of Men,
COUNTY OF

NAME OF PLACE.	KINDS OF VESSELS.		NUMBER OF MEN.		KINDS OF NETS USED.										Codfish.						
	No. of vessels.	No. of fishing boats.	No. of flat boats.	No. of sailors.	No. of fishermen.	No. of shoremen.	No. of codfish seines.	No. of mackerel seines.	No. of herring seines.	No. of capelin seines.	No. of lance seines.	No. of fathoms, seal nets.	No. of cod nets.	No. of mackerel nets.	No. of herring nets.	No. of fathoms, salmon nets.	No. of fathoms, trout nets.	No. of brush fisheries.	No. of seals.	Summer fishing, quintals.	Fall fishing, quintals.
Natashquan Bank.....	4	3	3	8	6	5						30			40	400			7023	440	13
do River.....			9		16											3000	50		5		
do Rapid.....			3		6	5															
do Harbor.....	25	26	49		53		40	40							436					2557	
Shicatata do River.....	2	4	4	11	8	3			80						80				1600	460	
Musquarro do.....			2		2											500	10				
Washecootai do.....			1		1											100	10				
do Point.....			1		2											400					
Mistassini do.....			1		1											80					
Ateepetal.....	1	2	1		1							150				130					
Cornelle.....	1	3	1		1							40				45			50		
Grand Watshe- schoo.....																75	60		7		
Little Watshe- schoo.....	1	1	2		2							80							14	50	
Nabisippi.....	1	3	2		2							30				100	20		15	20	
Agwanus.....	1	2	2		2	1						40				150	15		3	45	
River Napitippi.....	1	2	2		2							75				220	20		50	8	
Baie des Rochers.....	1	2	4		3							20				2	20		10	5	
Shicatata.....	1	1	2		2				1							3	20			100	
Canso Harbor.....		1	2		2											70				65	
Anse du Portage.....		1	4		1							100				150	20		20	30	
St. Augustine.....	1	1	1		2							543				75	30		42	2	
Bay of St. Augus- tine.....												345				130			40	20	
River St. Augus- tine.....		2	2		2							135				150			40	15	
Redpoint, Paca- chao.....		1	1		1											120	30				
Whale Head, Paca- chao.....		1	1		1											44	6				
Rigolet, Paca- chao.....		1	1		1				1			274				85			20	19	
River Kikapoe.....		3	3		3											355	100				
Fonderie de Fecteau.....		2	2		2							250				160			100		
Salt Lake.....		1	1		1											47	6		10	6	
Red Bay.....	1	1	3		3							80				60				25	
Meccatina Island.....																60			65	140	
Sheep Bay.....	1	1	2		2							64		1		80			13	100	
Whale Head, Meccatina.....	5	2	10				1					500				140			140	200	
Great Meccatina River.....	2	4	11						1			800		1		245			150	350	
		1	4									322				60			240	10	

RETURN OF FISHING STATIONS, kinds of Vessels, number of Men,
COUNTY OF

NAME OF PLACE,	KINDS OF VESSELS.			NUMBER OF MEN.		KINDS OF NETS USED.											Codfish.				
	No. of vessels.	No. of fishing boats.	No. of flat boats.	No. of sailors.	No. of fishermen.	No. of shoremen.	No. of codfish seines.	No. of mackerel seines.	No. of herring seines.	No. of capelin seines.	No. of lance seines.	No. of fathoms, seal nets.	No. of cod nets.	No. of mackerel nets.	No. of herring nets.	No. of fathoms, salmon nets.	No. of fathoms, of trout nets.	No. of brush fisheries.	No. of seals.	Summer fishing, quintals.	Fall fishing, quintals.
Gull Island, Meccatina	1	1			2							235							60	100	
Cocoachoo		1			1																
Pointe a Giroux		1			1							30				240	10		11	20	
Etanamu		2			2											150			14		
Pointe a Morne	1	1			2							100							70	20	
Wastakaiaitik	1				3							240							12		
Nitagamiou		1			1							60				60			20		
Cape Whittle		1			1							45				50			22	30	
Espar Point	2	1			7					1		800				35			360	60	
Grand River, St. Angustine		1			1							300				150			50		
Dog Islands	1	3			2							320				285	40		13	30	
Lydia's Cove		2			2							20				2	20		5	30	
Pêche à Lizotte		2			2									1	1	2	20				
Old Fort Island	2	2			4	4	1		1	1		100							5	200	
Burnt Island	1	5	4		10	4	1		1	1									20	350	
Bonne Esperance	5	5			10	7	1		1	1		40			2	1	10		7	580	
Pigeon Island	2	2			4	3			1			50			2	2	10		5	250	
Stick Point	1	2			2							150			4	4	30		10	50	
Salmon Bay	7	7			16	10	1			2		200			1	5	40		30	350	
Five Leagues	1	2			2						1	200				1			5		
Middle Bay		1			1					1						1					
Bellez Amours	1	2			4	2				1		200							40	100	
Bruin Islands		3			6	1			1	2		150			4	2			55	220	
Bradore		1			2							200							50	30	
L'Anse aux Dunes		1	2		4	2						200				1			50	50	
Long Point		2	4		7	4				1		550			2	1			175	220	
St. Paul's River																10					
	37	394	286	154	877	377	14	4	80	185	45	8068	38	19	633	9204	867	2	30746	38003	6026

kinds of Nets used, kinds of Fish and Fish Oils, &c., &c.—Continued.

SAGUENAY.—Continued.

KINDS OF FISH.										OILS.				FISH USED AS MANURE.						
Haddeek, quintals.	Ling, quintals.	Mackerel, barrels.	Herring, barrels.	Smoked herring, boxes.	Sardines, barrels.	Halibut, barrels.	Tunny, barrels.	Salmon, barrels.	Trout, barrels.	Eels, barrels.	Cod tongues and sounds, barrels.	Seal oil, gallons.	Whale oil, gallons.	Porpoise oil, gallons.	Cod oil, gallons.	Herring, barrels.	Capelin, barrels.	Flatfish, barrels.	Smelt, barrels.	Cod roes.
.....	5	.....	.....	.....	142	.....	.....	56	.....	.....	.....	.....	.....
.....	14	1	.....	.....	15	.....	.....	15	.....	.....	.....	.....	.....
.....	30	.....	.....	.....	30	.....	.....	.....	.....	.....	.....	.....	.....
.....	90	.....	.....	15	.....	.....	.....	.....	.....
.....	70	.....	.....	.....	.....	.....	.....	.....	.....
.....	2	.....	.....	.....	40	.....	.....	.....	.....	.....	.....	.....	.....
.....	2	.....	.....	.....	45	.....	.....	20	.....	.....	.....	.....	.....
.....	60	.....	.....	.....	.....	.....	12	.....	.....	.....	350	.....	.....	50	.....	.....	.....	.....	.....
.....	6	1	.....	.....	315	.....	.....	.....	.....	.....	.....	.....	.....
.....	28	3½	.....	.....	55	.....	.....	30	.....	.....	.....	.....	.....
.....	18	1	.....	.....	20	.....	.....	130	.....	.....	.....	.....	.....
.....	4	.....	.....	.....	.....	.....	18	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	80	.....	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	.....	200	.....	.....	.....	.....	.....
.....	2	.....	.....	.....	100	.....	.....	350	.....	.....	.....	.....	.....
.....	5	.....	.....	.....	.....	.....	8	1	.....	.....	32	.....	.....	580	.....	.....	.....	.....	.....
.....	4	.....	.....	.....	.....	.....	10	.....	.....	.....	40	.....	.....	250	.....	.....	.....	.....	.....
.....	28	2	.....	.....	.....	.....	.....	50	.....	.....	.....	.....	.....
.....	5	.....	.....	.....	.....	.....	63	2	.....	.....	180	.....	.....	550	.....	.....	.....	.....	.....
.....	20	.....	.....	.....	.....	.....	.....	.....	.....
.....	240	.....	.....	100	.....	.....	.....	.....	.....
.....	8	.....	.....	.....	320	.....	.....	220	.....	.....	.....	.....	.....
.....	300	.....	.....	30	.....	.....	.....	.....	.....
.....	300	.....	.....	50	.....	.....	.....	.....	.....
.....
.....	12	.....	.....	.....	1025	.....	.....	220	.....	.....	.....	.....	.....
.....	48	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	284	4075	15	..	66	.....	3641½	72½	.....	.....	48130	2500	2	40096	.....	59	.....	.....	.....

RETURN OF FISHING STATIONS, kinds of Vessels, number of Men,
ANTICOSTI

NAME OF PLACE.	KINDS OF VESSELS.			NUMBERS OF MEN.		KINDS OF NETS USED.										Codfish.					
	No. of vessels.	No. of fishing boats.	No. of flat boats.	No. of sailors.	No. of fishermen.	No. of shoremen.	No. of codfish seines.	No. of mackerel seines.	No. of herring seines.	No. of capelin seines.	No. of lance seines.	No. of fathoms, seal nets.	No. of cod nets.	No. of mackerel nets.	No. of herring nets.	No. of salmon nets.	No. of fathoms, trout nets.	No. of brush fisheries.	No. of seals.	Summer fishing, quintals.	Fall fishing, quintals.
S. W. Point ...	8	6			16	3								3	13						1200
Shallop Creek...	1	2	2		3							2				1					
Dauphiné River		1	2		2											1					
Belle Bay.....	1	20	7		20	4								3	11						1100
Deep Bay.....		1	1		2											1					
Salmon River...		1	2		3									2	2	2					
Muskrat Rock...	2	4	3		8	2								2	7	1					320
Capelin Bay...		8	4		16	2								3	13						960
McDonnell's Cove	1	9	5		18	5								6	11	1					675
Baie des Anglais	1	13	8		26	7								11	17						1690
Baie de Gamache	1	2	1		3											2					
River Jupiter...		1	1													1	1				
Total	7	70	42		117	23						3		30	74	10	1				5945

kinds of Nets used, kinds of Fish and Fish Oils, &c., &c.—*Continued.*

ISLAND.

KINDS OF FISH.											OILS.	FISH USED AS MANURE.								
Haddock, quintals.	Ling, quintals.	Mackerel, barrels.	Herring, barrels.	Smoked herring, boxes.	Sardines, barrels.	Halibut, barrels.	Tunny, barrels.	Salmon, barrels.	Trout, barrels.	Eels barrels.	Cod tongues & sounds, barrels	Seal oil, gallons.	Whale oil, gallons.	Porpoise oil, gallons.	Cod oil, gallons.	Herrings, barrels.	Capelin, barrels.	Flat fish, barrels.	Smelt, barrels.	Cod roes.
.....	4	125	.....	.....	37	.....	28	.....	.....	.....	.....	.....	.....	824	.....	.....	.....	.....	.....
.....	13	302	.....	.....	.....	.....	18	.....	.....	.....	.....	.....	.....	812	.....	.....	.....	.....	.....
.....	7	40	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	183	.....	.....	.....	.....	.....
.....	10	40	.....	.....	12	.....	24	.....	.....	.....	.....	.....	.....	443	.....	.....	.....	.....	.....
.....	102	.....	.....	.....	.....	4	.....	.....	.....	.....	.....	.....	422	.....	.....	.....	.....	.....
.....	10	224	.....	.....	.....	.....	2	.....	.....	.....	144	.....	.....	1123	.....	.....	.....	.....	.....
.....	24	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	44	833	.....	.....	74	.....	102	12	.....	.....	144	.....	.....	3807	.....	.....	.....	.....	.....

RETURN OF FISHING STATIONS, kinds of Vessels, number of Men,

RECAPITU

NAME OF PLACE.	KINDS OF VESSELS.			NUMBER OF MEN.		KINDS OF NETS USED.														Codfish.	
	No. of vessels.	No. of fishing boats.	No. of flat boats.	No. of sailors.	No. fishermen.	No. of shoremen.	No. of codfish seines.	No. of mackerel seines.	No. of herring seines.	No. of capelin seines.	No. of lance seines.	No. of fathoms seal nets.	No. of cod nets.	No. of mackerel nets.	No. of herring nets.	No. of fathoms, salmon nets.	No. of fathoms, trout nets.	No. of brush fisheries.	No. of seals.	Summer fishing, quintals.	Fall fishing, quintals.
County of Gaspé	21	1143	652	14	2351	1084	67	..	..	27	3	....	..	142	1570	753	161	3	....	50689	20928
County of Bon- venture .....	..	264	292	...	625	337	..	..	54	117	..	....	..	78	644	159	....	3	....	9570	5897
Magdalen Iu- lands	19	316	50	37	785	511	..	..	2	5	..	....	..	400	141	....	....	..	10235	14408	948
County of Sag- uenay	37	394	286	154	877	377	14	4	50	185	45	8068	38	19	633	9204	867	2	30747	38003	6026
Island of Anti- costi	7	70	42	...	117	23	..	..	..	..	..	3	..	..	30	74	10	1	....	.....	5945
Total	84	2187	1322	205	4755	2332	81	4	106	334	48	8071	38	669	3062	10126	1029	8	40981	112670	39744

kinds of Nets used, kinds of Fish, Oils, &c., &c.—*Continued.*

LATION.

KINDS OF FISH											OILS.				FISH USED AS MANURE.					
Haddock, quintals.	Ling, quintals.	Mackerel, barrels.	Herring, barrels.	Smoked herring, boxes.	Sardines, barrels.	Halibut, barrels.	Tunny, barrels.	Salmon, barrels.	Trout, barrels.	Eels, barrels.	Cod tongues and sounds, barrels.	Seal oil, gallons.	Whale oil, gallons.	Porpoise oil, gallons.	Cod oil, gallons.	Herring, barrels.	Capelin, barrels.	Flat fish, barrels.	Smelt, barrels.	Cod roe.
1166	36	453	1677	...	...	90	...	819	32	...	118	...	21620	146	47223	...	...	...	...	230
161	35	145	9970	330	...	...	...	780	...	26	17	...	80	...	20115	875	6640	245	4300	...
...	...	2751	2915	...	...	...	...	...	...	...	...	41488	...	...	7852	...	...	...	...	...
...	...	284	4075	15	...	66	...	3462	73	...	...	48130	2500	2	40096	...	59	...	...	...
...	...	44	833	...	...	74	...	102	12	...	...	144	...	...	3807	...	...	...	...	...
1327	71	3677	19470	365	...	230	...	5163	117	26	135	89762	24200	148	119093	875	6699	245	4300	230

APPENDIX D.

RETURN of Fishing Stations, Yield, Value Kinds of Fish, &c., on the South Shore
of the River St. Lawrence, from Quebec to Cape Chatte.

NAME OF THE PLACE.	KINDS OF NETS USED.				KINDS OF FISH.							Remarks.	
	Salmon Nets.	Brush Fisheries with Nets.	Brush Fisheries.	Eel Fisheries.	Number of Salmon.	Number of Shad.	Herrings—barrels.	Number of Eels.	Sturgeon—barrels.	Sardines—barrels.	Bar and White Fish—doz.		Small Fish—barrels.
St. Pierre } St. Famille } Argentenay St. Francois St. Laurent Chateau Richer Ste. Anne St. Joachim Point Levi Beaumont St. Michel St. Valier Berthier Isle aux Oies Isles aux Grues au Canot, and Ste. Marguerite St. Thomas Cap St. Ignace Anse à Gilles L'Islet St. Jean Port Joli St. Roch Cap Martin	Island of Orleans.		16	5				830			140	76	Smelt fish- ing, about 300 bushels.
			5	5				775			453	35	
				12				1736			1274	100	
		5	1		90	757					158	16	
			3					129			94	17	
			4	11				885			51	4	
			3	30				8402			30	6	
		4			91	592					27		
		3			121	1900					39		
			1		72	100					66		
			1		100	2500		1000			2500		
		2		20	28	300		3590			10		
				7				11325					
								9500					
			8	19				3445	54		485	46	
		15	2				2700	75		618	105		
			3				3050	8		53	24		
			19				5808						
			43				13247						
			16				7465						
		6	15				6610	18		133			
			11	11			4180	59		225			
			1	40			74000						
		1		6	273	3009	60			100			
			1	11			9900						
			2	100	775	145		5	96				
			1	18	200	60			30				
			11	3	232	2830	109	4675		725			
		9	5		200	235	1065		852				
			8				3008						
			15	3	1245	125	757	1100		599			
			21		100		1719			1569			
			8	2	320		294	700		425			
			2				22			30			
			6		50		441			135			
			2		63								
	4				790								
	3				750								
	2				532		457			123			
		4											

RETURN of Fishing Stations, Yield, Value, Kinds of Fish, &c., on the South Shore of the River St. Lawrence, from Quebec to Cape Chatte.—*Continued.*

NAME OF THE PLACE.	KINDS OF NETS USED.				KINDS OF FISH.								Remarks.
	Salmon Nets.	Brush Fisheries with Nets.	Brush Fisheries.	Eel Fisheries.	Number of Salmon.	Number of Shad.	Herrings—barrels.	Number of Eels.	Sturgeon—barrels.	Sardines—barrels.	Bar and White Fish—doz.	Small Fish—barrels.	
Anse au Bouleau.....			2		95		45			45			A large increase in salmon.
Bic.....	1		2		55		120			70			
Isle Brulée.....			2		35		16			13			
Islet au Massacre.....	1		1		350								
River Hatée.....			4		84		39			41			
Anse au Sable.....			5		34		855			682			
Islet Canuel.....			2				70			75			
Isle St. Barnabé.....			3		375		360			450			
Rimouski River and Wharf.	1		1		50		75			75			
Pointe aux Pères.....			2				13			18			
Ste. Luce.....			8				61			87			
Ste. Flavie.....			8		15		29			103			
Pointe aux Snelles.....			2		178		85			135			
Anse aux Morts.....			4		200		25			92			
Little Metis.....			1		22		5			3			
Sandy Bay.....			6		170		27			32			34 boats, 57 men, 2,600 brls codfish, 1,700 galls. oil, 1,000 galls. black porpoise oil, from Sandy Bay to Grands Mechins.
Anse à Lacroix.....													
Ruisseau Jacot Hughes.....													
La Weippert.....	1		12		22		43			79			
Matane.....	1		1		60		4			4			
Grands Mechins.....													
	14	17	45	299	957	16249	6671	109125	219	6688	6356	429	

RECAPITULATION of the Yield and Value of Fisheries from Quebec to Cape Chatte.

No of legal Salmon nets.	No. of brush and net fisheries.	No. of Eel weirs.	No. of Mem.	No. of Boats.	No. of Salmon.	No. of Shad.	No. of barrels of Herring.	No. of barrels of Sardines.	No. of barrels of Sturgeon.	No. of Eels.	No. of barrels of small mixed fish.	No. of barrels of fish for manure.	No. of doz. of Bar, Pickerel, and White fish.	No. of Porpoises.	No. of quintals of Cod—Summer fishery.	No. of barrels of Cod—Autumn fishery.	No. of gallons of oil.	REMARKS.
14	17	215	299	57	34 9574	16249	6671	6688	219	109125	429	18320	6356	208	300	2300	2700	There were caught with the fly in Rimouski River 18 Salmon, weighing 217 lbs., and and 19 in Metis River, weighing 259 lbs.
																		Bar, Trout, and other river fish, taken with the line are not entered, for want of sufficient information.

Number of Salmon nets.....	14	Number of Eel Weirs.....	299	Total value.	
Number of Brush and net fisheries.....	17	Number of Men.....	157	Number of doz. of Bar, Pickerel and White fish 6356 at \$2 00 per doz.....	\$12712 00
Number of Brush fisheries.....	215	Number of Boats.....	34	Number of Porpoises 208, at \$40 each.....	8320 00
				Number of quintals of Cod—Summer fishery 300 at \$4 00 per barrel.....	1200 00
Number of Salmon 9574 at \$1 00 each.....				Number of barrels of Cod—Autumn fishery 2300 at \$4 00 per quintal.....	9200 00
Number of Shad 16249 at \$0 10 each.....				Number of gallons of oil 2700 at \$0 50 each.....	1350 00
Number of barrels of Herring 6671 at \$3 00 per barrel.....				Number barrels of Fish for manure 18320 at 25c. per bbl.....	4580 00
Number of barrels of Sardines, 6688 at \$4 00 per barrel.....					
Number of barrels of Sturgeon 219 at \$4 per barrel.....					
Number of barrels of Eels 109125 at \$10 00 per hundred.....					
Number of Eels 109125 at \$4 00 per barrel.....					
Number of barrels of small fish 429 at \$4 00 per barrel.....					
					\$108,830 40

Certified,
W. F. WHITCHER.

APPENDIX E.

RETURN of Fishing Stations, Yield, Value, Kinds of Fish, &c., on the North Shore of the River St. Lawrence, from Baie St. Paul to Point au Colombier

NAME OF THE PLACE.	KINDS OF NETS USED.				KINDS OF FISH.									
	Salmon Nets.	Brush Fisheries with Nets.	Brush Fisheries.	Eel Fisheries.	Number of Salmon.	Number of Shad.	Herrings—brls.	Number of Eels.	Sturgeon—brls.	Sardines—brls.	Trout—brls.	Bar and White Fish—doz.	Small Fish—brls.	Fish for Manure.
Baie St. Paul.....			1	10				3,230					3	3
Cap au Corbeau.....				13				2,489						
Isle aux Coudres.....		23	71					7,614				2	9	79
From Cap au Corbeau to Eboulements.....			1	17				1,552					3	25
From Eboulements to Cap Martin.....			6	14				628		4			15	494
Cap aux Oies.....		22	17	14		3		1,584		7			25	544
St. Irénée.....			12	5		3		320		45			17	472
Terrebonne.....		5	2				14			1			3	20
Pointe au Pic.....		9	1			3	26			1			2	11
Malbaie.....						3	2			22			3	29
Cap à l'Aigle.....	1	8	10		78		19	53		7			17	1
Port au Saumon.....	1	11	2	1	63		24	22		10			5	113
St. Fidèle.....		2	2				9	2		1			2	24
Port au Persil.....		10	1				19							1
Rivière Noire.....		10	8				16						18	166
Port aux Quilles.....	1	3	2		100		32						3	68
Baie des Rochers.....	1	12			3		18							
Echafaud aux Basques.....														
Rivière au Canard and Petites Isles.....	1	1		3	9		4	849		5		1		1
Pointe Rouge.....		1			488									
Moulin Baude.....		2			422									
Pointe Cariole.....		1			516									
L'Anse Puante.....		1			170									
Bergeronnes.....				2				365						
Bon Désir.....			2		12		4			6	3			
Anse aux Basques.....			1											
Escoumains.....	3	1	4		534		12			8	5			
Islet Penchés.....	1	1			104									
Petite Romaine.....			1		13		6			2	1			
Baie des Bâcons.....			1		3		5			3	1			
Cran Rouge.....			1		5		6			2	1			
Anse à Catherine.....			2		17		7			15	2			
Baie de Mille Vaches.....			4		24		13			44	12			
Port Neuf.....		1			7									
Patte de Lièvre.....	1				53									
Sault au Cochon.....	1	1			150									
Baie de Laval.....		1			370									
Pointe au Colombier.....	1				390									
	12	81	110	153	3,551		248	18,708		183	25	3	122	2,051

Certified,

W. F. WHITCHER.

APPENDIX F.

GENERAL Recapitulation of the Yield of the Fisheries on the North and South Shores of the River and Gulf of St. Lawrence, from Quebec to Blanc Sablon, and from Point Levi to Bay des Chaleurs, during the year 1870.

Quantity and Value of Fish.	1870.	Remarks.
	\$ cts.	
Summer Codfishing, 113,070 at.....	\$ 3 00	339,210 00
Autumn Codfishing, 42,804 cwt. at.....	3 00	128,412 00
Ling, 71 barrels, at.....	5 00	355 00
Mackerel, 3,677 barrels, at.....	10 00	36,770 00
Herring, 26,389 barrels, at.....	3 00	79,167 00
Herring (smoked), 365 boxes, at.....	0 25	91 25
Sardines, 6,871 barrels, at.....	5 00	34,355 00
Halibut, 230 barrels, at.....	5 00	1,150 00
Salmon, 5,840 barrels, at.....	16 00	93,440 00
Trout, 143 barrels, at.....	10 00	1,430 00
Sturgeon, 219 barrels, at.....	5 00	1,095 00
Eels, 133,033 fish, at \$10 per cent.....		13,303 30
Cod, Tongues, and Sounds, 135 barrels, at.....	7 00	945 00
Cod Roes, 230 barrels at.....	6 00	1,380 00
Seal Oil, 89,762 gallons, at.....	0 80	71,809 60
Whale Oil, 24,200 gallons, at.....	0 80	19,360 00
Porpoise Oil, 2,848 gallons, at.....	0 60	1,708 80
Cod Oil, 119,093 gallons, at.....	0 50	59,546 50
Haddock, 1,327 barrels, at.....	5 00	6,631 00
Bar and Whitefish, 6,359 at \$2 per doz.....		12,718 00
Mixed Fish, 551 barrels, at.....	4 00	2,204 00
Shad, 16,249 fish, at 10 cents a piece.....		1,624 90
Fish used as manure, 32,490 barrels, at.....	0 25	8,122 50
Number of Porpoises 208, at.....	4 00	832 00
Number of Seals 40,981, at.....	6 00	245,886 00
Total.....		\$1,161,550 85

Owing to the want of reliable statistics, the yield and value of the River and Inland Fisheries in those departments of the Province of Quebec, west of the City of Quebec, cannot be determined with any degree of accuracy; but the value per annum may be safely estimated at about \$100,000 for commerce and local consumption.

DEPARTMENT OF MARINE AND FISHERIES,
Fisheries Branch, Ottawa, 1870.
(Certified,) W. F. WHITCHER.

P. MITCHELL,
Minister of Marine and Fisheries.

STATEMENT of the Number and Tonnage of Vessels and Number of Men engaged Exporting the Products of the Sea Fisheries at the Magdalen Islands to places within the Dominion of Canada, during the season of 1870, from Returns furnished by the Collector of Customs at Amherst Island.

No. of Vessels.	Name of Vessel.	Master's Name.	Tons.	Men.	To Where.	Description and Quantity of Cargo.						Value.	
						Cod Fish.	Herrings.	Mackerel.	Cod Oil.	Seal Oil.	Seal Skins.		Fish Spawn.
	Young Witch	Boudreau	36	5	Cheticamp, N. S.		200						200
	Flash	A. Hyson	40	5	Halifax, N. S.		500						600
3	John Taylor	A. Calder	32	4	West Isles, N. B.		500						600
4	Silver Bell	Wm. McKay	33	4	Yarmouth, N. S.		500						500
5	C. H. Ingalls	Ingersoll	39	6	Grand Manan		500						500
6	Ava	Basque	62	12	Tracadie, N. B.		400						500
7	Belle	C. Copp	43	5	West Isles, N. B.		500						500
8	Squands	Genoit	48	5	Caraquette, N. B.		280						500
9	Ann Leonard	F. Kaye	89	8	Welspool, N. B.		100						1,000
10	Reliance	Surette	43	6	Yarmouth, N. S.		350						1,000
11	Fleetwing	J. Lacombe	47	5	Halifax, N. S.		6				680		758
12	Faélite	E. Burke	26	4	do					3,670	4,175		5,227
13	Ouesine	M. Richard	42	4	do			1		7,800	7,700		8,537
14	Anna Belle	Embree	30	5	Canso, N. S.			50					300
15	Express	Redmond	34	4	Halifax, N. S.			70					420
16	Ocean Bride	P. Malcomb	13	4	Port Richmond			30					180
17	H. Fenwick	Tongere	43	7	Port Mulgrave			90		500			790
18	Maria	Hubley	17	5	Halifax, N. S.			20					240
19	Lavina Elizabeth	Hawes	23	4	Spry Bay, N. S.			134					780
20	Foam	Henly	40	6	do			60					900
21	Catherine	Gerard	27	4	Halifax, N. S.			15					525
22	Janett	Hubley	30	6	do			80					540
23	Conwy	Hawes	15	4	do			40					240
24	Whisper	Hilchey	27	4	do			76					456
25	Harvest Home	Jackson	29	7	do			107					642
26	Clara	Hawes	30	6	Spry Bay, N. S.			130					780
27	Nile	Robson	17	4	Halifax, N. S.			80					1,200
28	Anna Belle	Leslie	41	8	Spry Bay, N. S.			200					930
29	Emily Jane	Murphy	34	7	Spry Bay, N. S.			155					640
30	P. Martin	J. Murphy	19	4	Halifax, N. S.			90					750
31	Ocean Star	Hawes	46	5	do		250						2,778
32	Emelite	E. Burke	26	4	do			26				4,876	2,578

STATEMENT of the Number and Tonnage of Vessels and Number of Men engaged exporting the products of the Sea Fisheries at the Magdalen Islands to places without the Dominion, during the season of 1870.

No. of Vessel.	Name of Vessel.	Master's Name.	Tons.	Men.	To Where.	Description and Quantity of Cargo.						Value.
						Cod Fish.	Herrings.	Mackerel.	Cod Oil.	Seal Oil.	Seal Skins.	Fish Spawn.
1	George Gilmour	G. Gardner	59	6	United States	cwt.	brls.	brs.	galls.	galls.	No.	brls.
2	Olive Branch	G. French	62	6	United States	.....	600	.....	.....	.....	.....	600
3	Lettie	Wm. Hern	57	6	Prince Edward Island	.....	800	.....	.....	.....	.....	600
4	Decatur	G. Mellon	31	5	United States	.....	400	.....	.....	.....	.....	800
5	Oasis	B. Albane	18	4	United States	.....	200	.....	.....	.....	.....	400
6	Tornado	S. Parrett	105	6	United States	.....	1,000	.....	.....	.....	.....	200
7	Sea Skipper	G. McKay	15	3	Prince Edward Island	.....	12	.....	.....	.....	.....	1,000
8	Marie Alva	J. McEvoy	36	3	Prince Edward Island	.....	23	.....	.....	.....	.....	24
9	Thber	H. Vigneau	23	6	Prince Edward Island	.....	111	.....	180	.....	.....	46
10	Queen of the East	W. Lapierre	13	3	Prince Edward Island	.....	3	.....	.....	.....	.....	536
Total			418	48		3	3,753	.....	.....	180	.....	34
												4,240

RECAPITULATION of all Exports, 1870.

FISH AND OIL. Foreign.	Cod Fish.	Herrings.	Mackerel.	Cod Oil.	Seal Oil.	Seal Skins.	Fish Spawn.	Value.
To United States	cwt.	barrels.	barrels.	gallons.	gallons.	No.	barrels.	\$
" Prince Edward Island	3	2,800	.....	.....	180	.....	.....	2,800
Total	3	3,753	.....	.....	180	.....	.....	1,440
Coastwise.								
To New Brunswick	12,339	2,680	.....	1,265	26,548	12,555	75	3,560
" Nova Scotia	3,013	2,270	4,302	7,816	22,650	.....	.....	93,311
" Quebec	.....	556	229	.....	.....	.....	.....	27,649
Total	15,355	9,234	4,531	19,081	49,378	12,555	75	\$128,769

DEPARTMENT OF MARINE AND FISHERIES.
Fisheries Branch, Ottawa, 1870.
(Certified)

W. F. WHITCHER.

P. MITCHELL,
Minister of Marine and Fisheries.

STATEMENT of the Number and Tonnage of Vessels engaged in the Seal Fishery
at the Magdalen Islands, during the season of 1870.

HOUSE HARBOR.

Name of Vessel.	Master.	Tons.	Men.	No. of Seals taken.
Onesime.....	Richard.....	42	10	\$1,400
Greenock.....	Terrieau.....	39	11	180
Archangel.....	Jonphe.....	40	12	50
Annie.....	Terrieau.....	41	11	800
Temperance.....	Arsineau.....	36	11	820
Mary Ann.....	Arsineau.....	36	11	1,100
Flirt.....	Boudreau.....	46	11	1,000
Mary.....	Arsineau.....	34	11	820
Two Brothers.....	Delany.....	42	11	150
Emelite.....	Burke.....	26	8	40
Jenny Lind.....	Turbide.....	39	8	1,050
Dolphin.....	Richard.....	52	10	900
		473	125	\$8,310

AMHERST HARBOR.

Name of Vessels.	Master.	Tons.	Men.	No. of Seals taken.
Esperance.....	Chiasson.....	51	10	\$610
Flora.....	Deveau.....	34	10	825
Marie Louise.....	Cormier.....	21	7	160
Cutter.....	Cormier.....	27	9	100
Eugene.....	Cormier.....	25	8	230
		158	44	\$1,925
Grand Total.....		631	169	\$10,235

P. MITCHELL,

Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,

Fisheries Branch, Ottawa, 1870.

(Certified) W. F. WITCHER.

STATEMENT of the Number and Tonnage of Vessels employed in the Spring
Mackerel Fishery at the Magdalen Islands, during the season of 1870.

Name of Vessel.	Master.	Where from.	Tons.	Men.	No. of Boats.	Barrels taken.
Anna Belle.....	Embree.....	Canso, N. S.....	30	5	2	50
Express.....	Redmond.....	Halifax, „.....	34	4	2	70
Ocean Bride.....	Malcomb.....	Pt. Richmond.....	13	4	2	30
Henry Fenwick.....	Fougere.....	Pt. Mulgrave.....	43	7	1	90
Maria.....	Hubley.....	Sprig Bay.....	17	5	2	30
Lavina Elizabeth.....	Hawes.....	do.....	23	4	2	30
Foam.....	Henly.....	do.....	40	6	3	120
Catherine.....	Gerard.....	Halifax.....	27	4	2	80
Janett.....	Hubley.....	do.....	30	6	3	90
Convoy.....	Hawes.....	do.....	15	4	2	40
Whisper.....	Hilchy.....	do.....	27	6	3	76
Harvest Home.....	Jackson.....	do.....	29	7	3	107
Clara.....	Hawes.....	Sprig Bay.....	30	6	3	130
Nile.....	Robson.....	Halifax.....	17	4	2	80
Anna Belle.....	Leslie.....	Sprig Bay.....	41	8	4	200
Emily Jane.....	Murphy.....	Halifax.....	34	7	3	155
P. Martin.....	Murphy.....	do.....	19	4	2	90
			460	91	43	1,572

P. MITCHELL,

Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,

Fisheries Branch, Ottawa, 1870.

(Certified) W. F. WITCHER.

GENERAL STATEMENT of the Catch of Magdalen Island's Vessels, in 1870.

GENERAL STATEMENT OF THE CATCH OF FISH

VESSELS.		Name of Outfitter.											REMARKS.										
Name of Vessel.		Tonnage.	No. of Fishing Months.	No. of Sailors.	No. of Fishermen.	No. of Shoremen.	No. of Herring Seines.	No. of Cod Fish Seines.	No. of Mackerel Nets.	No. of Herring Nets.	No. of Seals.	Cwts. Summer Cod Fish.	Cwts. Fall Cod Fish.	Haddock.	Barrels of Spring Mackerel.	Barrels of Summer Mackerel.	Barrels of Herring.	Seal Oil.	Cod Oil.				
House Harbor.																							
Schooner	Onesime	42	3	10	11	12			1		1,400	450						5600	900	300			
"	Greenock	39	4		12	11					50	500						300	280	300			
"	Archange	40	4		12	11		1			800	500						3200	280	300			
"	Annie	41	3		11	11					820	450						3300	280	300			
"	Temperance	36	3		11	11		1			1100	500						4400	280	300			
"	Mary Ann	36	3		11	11					1000	550						4000	300	300			
"	W. Johnston	46	3		11	11					820	450						3280	250	300			
"	do	34	3		11	11		1			150	450						600	220	300			
"	Mary	42	3		11	11					40							200					
"	Two Brothers	29		8							1050	400						4500	250	300			
"	W. Johnston	38	3	10	8						90							3600					
"	Emilie	52																					
"	Fanny Lind																						
"	P. Turbide																						
"	D. Richard																						
Total No. 12.		473	23	28	87	97			3	1	8319	4250						34,080	2440				
Amherst Harbor.																							
Schooner	Esperance	51	3	5	10	9					610	310						2400	260	300			
"	Floa	34	3		6	6					825	80						100	300	400			
"	Queen of the East	12	1		7	7		1			160	230						640	100	100			
"	Marie Louise	21	2		9	9					160	230						70	175	200			
"	W. Johnston	36	3		9	9		1			160	300						15	600	200			
"	President	20	2		9	9					230							1000					
"	Cutter	27		4	8																		
"	do	27																					
"	Eugene																						
Total No. 7.		206	11	9	49	40	2	2	2		1925	1300					188	7408	835				
RECAPITULATION.																							
House Harbor		473	23	28	87	97			3	1	8310	4250						34,080	2440				
Amherst Harbor		206	11	9	49	40		2	2		1925	1300					188	7408	835				
Grand Total		679	34	37	146	137		2	5	1	10,235	5550					188	41,488	3275				

P. MITCHELL,
Minister of Marine and Fisheries.DEPARTMENT OF MARINE AND FISHERIES,
Fisheries Branch, Ottawa, W. F. WHITCHER.
(Certified)

APPENDIX H.

SYNOPSIS OF FISHERY OVERSEERS' AND GUARDIANS' REPORTS IN THE PROVINCE OF QUEBEC, FOR THE SEASON OF 1870.

SOUTH SHORE DIVISION, FROM QUEBEC TO CAPE CHATTE.

ALFRED BLAIS, *Overseer.*

With the exception of a slight decrease in the shad and herring fishings, which falling off is mainly due to the fact that a large number of the brush-weirs in the tide-water along the St. Lawrence beaches were destroyed by heavy storms in September and October, the fisheries in this division have been unusually remunerative. Salmon and eels were more than ordinarily abundant.

In 1868 the catch of salmon was (in pieces).....	4,400
1869.....	5,800
1870.....	9,539
almost double.	

The number of eels caught, which was 99,500 in 1869, amounted to 196,339 in 1870. As stated in last year's report, the failure of this fishing was owing more to a prevalence of strong winds than to any other cause. The results of the past season will amply repay the losses suffered in the previous year. One hundred and ninety-nine porpoises were killed at Point River Ouelle fishery, yielding a value of \$7,960, and eight at Cape Martin, value \$320. These animals, which used to repair in large numbers to Isle-aux-Coudres, appear to have changed their course this season, only one having been killed there. The storms of the fall, which destroyed such a large number of brush fisheries, proved a benefit to the young shad, which thereby escaped.

Salmon fishing was most successful, and the yield is steadily increasing in this division. In places where salmon had never been caught before, some were this year taken. For instance, at St. Fabien, a brush fishery caught in one tide 57 salmon.

Rimouski River was not so successfully angled as last year. Only 18 salmon were caught with the fly, against 57 in 1869. This poor success is attributed to the excessive heat which prevailed last summer, and to the low state of the water, which prevented the fish from entering the river. The water was so oppressively hot that dead carp floated everywhere on the surface. Metis River was fished only with the fly, and 19 salmon were caught. Its yield is steadily improving, and under the careful management of the present lessee, bids fair to become a good salmon river. Matane River was well protected last season, sawdust and mill rubbish being fairly kept out of it. It is calculated that over 400 salmon went up this river; Indians report having seen them 20 or 30 at a time even 30 miles up stream. This is sufficient to establish the efficiency of the fishway built there by the Department. The attention of the local officer was directed to putting a stop to the illegal destruction of fish in the inland lakes of this division, and in part of the Matapedia River. His efforts were most successful. Twenty-five prosecutions were brought against different parties; four of them were sent to jail, and the fines imposed amounted to \$114. There appears to be a general improvement in the feeling of the population with respect to the observance of the fishery laws. People begin to understand that these laws have been framed for their especial benefit, and their compliance with them renders their success more sure and the duties of the Overseer lighter. Many new settlers are induced to locate on wild lands where no means of communication exist, in

consequence of the lakes being full of trout, from which circumstance they can always rely on a sure yield of food until their farms are in a condition to support them.

A statement of the different kinds and quantities of fish caught in this district will be found at Appendix D.

CAPE CHATTE DIVISION.

JOS. I. LETOURNEAU, *Overseer.*

The report of last year explained that, owing to the high state of the water, and the consequent delay in setting the nets, the catch of salmon in the River Ste. Anne des Monts had decreased; but at the same time the opinion was expressed that, on this very account, the river being clear of nets for sometime, the salmon were enabled to reach their spawning beds without hindrance, thus giving every promise of good fishing for the present season. These expectations have been realized, as this year's yield has been one of the best ever experienced, as may be seen on referring to the returns. The fishery overseer reports that he has seen salmon in large quantities on all spawning beds of the river, and that he even saw them above the Chick-Chock mountains. The netting in the estuary is now limited to two stands of nets, placed in such a manner as to obstruct as little as possible the passage of fish. On this account the catch was limited to 24 barrels. With the proper care now bestowed on this stream, there is no doubt that in a few years it will become a first-class river for angling.

The improvement in the Cape Chatte River although apparent is not so marked; still, with the disappearance of the old mill dam, there is every reason to believe that greater improvement will take place.

The officer of this division appears to have shown great activity and discretion in the performance of his duties. He had no prosecutions to bring this season, and reports everything peaceable and in order.

PERCÉ DIVISION.

P. VIBERT, *Overseer.*

The returns from the deep-sea fisheries in this division are contained in Appendix C. There was a large increase in the yield, fully over one-third that of last season. There are no river fishings in this District.

GASPÉ DIVISION.

JOS. EDEN, *Overseer.*

The yield of the fisheries in this division has been one of the best for many years past. The catch of mackerel has been very great, some boats taking as many as 50 barrels. The overseer suggests that for the better protection of fish, seining for mackerel should be prohibited inside of a line drawn from Cape James to the entrance of St. John River, as the practice destroys immense numbers of the fry of valuable fishes. Cod-fishery has been more than average. The fish struck in much earlier than usual this spring. Large shipments were made to the Mediterranean and Brazilian markets.

The salmon fishery, which was exceedingly productive last year, has doubled itself this season. This pleasing result is due to the fact that the rivers were properly protected, the netting kept within reasonable bounds, and also to the assistance given by

the private guardians employed by the lessees of the angling divisions of York and St. John Rivers. The Department also placed local guardians on the Dartmouth. Large quantities of salmon were observed on the spawning beds of the above-named rivers, and as they were this season exempt from disturbance by scows passing along the rivers to supply lumbering shanties, there is an excellent prospect of good fishing next season. Fly-fishing was engaged in only during a short period in York River this year. The catch amounted to 165 fish, 10 of which averaged 31 pounds, the general average being about 22 pounds. The largest average in 1869 was about 24 pounds. The anglers on the St. John River killed 97 salmon, and those on the Dartmouth 51.

PABOS DIVISION.

JAS. M. REMON, *Overseer.*

Cod-fishing was above the average of last year; still, our fishermen sometimes ran short of bait. Higher prices than usual were obtained. A fresh article of export, in the shape of salted roes of codfish, has been prepared this year. The prices obtained is from \$4 to \$6 per barrel. This trade bids fair to increase, and will effect a great saving in what was previously treated as refuse material. Mackerel fishing is carried on only to a limited extent in this division, and mostly for home consumption and for bait. The capelin fishery was a total failure.

Salmon fishing, which was exceedingly good in 1869, has been still more successful this season. The returns show that the catch with nets has been unprecedented. The fly-fishing in Grand River, yielded 155 fish, of an average weight of 14 pounds. The pools of the west branch of Grand Pabos River were this year frequented by a large number of salmon, and their number is found to be on the increase. The fish-pass at the mill-dam was kept clear and in efficient order.

PORT DANIEL DIVISION.

W. PHELAN, *Overseer.*

Cod-fishing was very good, the fish being abundant; mackerel scarce, particularly inshore; capelin, a total failure; but it did not affect the codfishery, herring being used as bait instead. Salmon-fishing has been remarkably good this season, the catch being more than double that of last year. This increase must undoubtedly be attributed to a close observance of the fishery laws, and especially the clause forbidding net fishing on Sundays.

NEW RICHMOND DIVISION.

R. W. H. DIMOCK, *Overseer.*

Cod-fishing was remarkably good during the whole season, the only drawback being the scarcity of bait. The catch exceeds that of last season by 2,500 quintals. Mackerel fishing, for commerce, is not carried on to any extent along the shores of this division, most of what is taken being used for bait. The fish were very abundant, and on a calm day the inshore waters seemed to be alive with them. Spring herring fishery, from Grand Cascadepia to Paspebiac was not equal to that of last spring, but the summer and fall fishing was much better than for several years past.

There is a still further improvement in the salmon fishery this season, the returns shewing a considerable increase over the catch of last year. Strict observance of the fishery laws, and cheerful compliance with the fishery officer's directions have brought

about this successful result. Whilst, a few years ago, a person could ascend the rivers for miles without seeing a salmon, now they are seen in large numbers on the spawning beds of Grand Cascapedia and Bonaventure Rivers. The licensees of the Bonaventure River being prevented from fishing that stream, on account of low-water, obtained a special permit to angle in the Grand Cascapedia. They explored the river for about ten days, and killed seventeen salmon with the fly, of an average weight of twenty pounds.

MARIA DIVISION.

P. C. BEAUCHESNE, *Overseer.*

This officer reports general observance of the law in his division. Cod-fish, which had abandoned the locality for thirty years past, was caught this year in abundance. The yield of salmon was double that of last year.

MATAPEDIA DIVISION.

ALEX. FRASER, *Overseer.*

Salmon was very abundant, and ascended the river fourteen days earlier than usual. This improvement is owing to strict observance of the fishery laws, and especially to what is commonly called the Sunday clause. The length of nets in the tideway has been limited to 150 fathoms. Local guardians were placed by the Department on the River Casupseuit and the upper part of the Matapedia. The Indians gave no trouble and generally complied with the law. It is intended to set apart a net fishing station, near the Mission, for their exclusive use.

RESTIGOUCHE DIVISION.

JOHN MOWAT, *Overseer.*

In consequence of the high state of the water of the river, salmon ran up three weeks earlier than usual in the spring time. Fish were therefore scarce in the lower parts of the stream in July and August. Net fishing in tidal waters was better than for many years past; upwards of 200,000 pounds of salmon being put up in tins during three weeks. Above Dalhousie especially, the net fishermen were most successful.

Fly fishing was not very good in the Restigouche, owing to the low state of the water during summer and autumn; the fish were abundant, but would not rise to the fly. One rod last year caught more fish than all the anglers together this season. The returns of angling show the small catch of 18 salmon and 38 gile by three rods. The angling party arrived late in July, and the river kept very low, scarcely any rain falling during the whole of their stay. The Department kept local guardians on the Kedgwick and Upsalquitch branches. The Indians behaved well, and gave no cause of complaint to the Overseer.

QUEBEC DIVISION.

D. ROSA, } *Guardians.*
L. P. HUOT, }

The former officer has charge of lakes in rear of Quebec, especially the following ones:—Lakes Beauport, St. Charles, Heron, Laron, Régis, Noël, à l'Épaulé, aux-Bois, 5-34

des Roches, Snow and Jacques Cartier. Trout is the only fish frequenting these waters. Lake Beauport has been closed to winter fishing for a further period of one year. The improvement in this lake continues steady and remarkable. It afforded last season the best sport for trout fishing in the neighborhood of Quebec. Close season has been well observed in these waters.

Mr. Huot has charge of lakes in the counties of Montmorency and Charlevoix. The Island of Orleans has lately been added to his limits. The fishery laws were duly observed in his division, with the exception of a solitary case at the Island of Orleans, which was punished by fine. The fisheries in this division show marked signs of increase, as will be seen by reference to Appendix D. The eel fishery, especially, was most abundant, the returns shewing an increase of over 10,000 over the catch of last year.

MURRAY BAY DIVISION.

C. DEMEULE, *Guardian*.

Reports good feeling and general satisfaction as having prevailed in his division. People begin to appreciate the beneficial effects of the fishery laws. Had no violation of the law to punish. The catch of salmon was much better than that of last year. More spawning fish appear to have ascended the Murray and du Gouffre Rivers than usual. A large increase in the number of trout, caught by hook and line, in the inland lakes in rear of Murray Bay, is also reported; their number is estimated at 243,500. There is also a large increase in the catch of eels, the number in 1869 being 10,326, and this year 17,930. Small fish, as well as herrings and sardines, were not so numerous as usual. To this cause may be attributed the failure of the porpoise fishery at Isle-aux-Coudres; only one was caught this year, against one hundred last year. For detailed statement of catch, see Appendix E.

SAGUENAY DIVISION.

GEO. RIVERIN, }
FERD. SAILLANT, } *Guardians*.

Last year's report stated that the duties of the Fishery Overseer in this division were very important, but appeared to have been grossly neglected by the former officer. It was found necessary to dispense with the services of that officer, and to appoint two other guardians in his stead. The limits of the former extend from Canard River to Bersimis, and include part of the Saguenay River to Eternity. The latter has charge of the Upper Saguenay, including Lakes St. John and Kenogami. Salmon fishing was exceedingly good in Mr. Riverin's division, the catch being double that of last year. The returns appended contain the details of catch. The present guardian confiscated several nets and fined different parties at Escoumains, Portneuf, and Laval, for fishing in contravention of the law. It was also found necessary to re-adjust the rate of licenses in this division, which formerly had been merely nominal. With a strict surveillance, and a close attendance to the wants of this division, still greater improvements may be fairly expected.

Mr. Saillant attended more particularly to the Saguenay River and its tributaries. By keeping steady watch on the steamers in his division, and placing local guardians at places and times when most needed, he was enabled to effect a great deal of good, and prevent poachers from illegal netting and disturbing the fish on the spawning beds. He also succeeded in discovering parties who had speared salmon at l'Anse St. Jean, and had them prosecuted and fined. General improvement is reported in this division, and salmon

are stated to have visited the spawning beds of streams, whence they had been driven away years ago. Two hundred and forty salmon were killed with the fly in St. Margare River, and thirty in the Little Saguenay and St. John Rivers.

GODBOUT DIVISION.

For want of a reliable and efficient person to assume the duties of Overseer, the Department is without any special report of this remote division. Cod fishing was, however, exceedingly good, and salmon as abundant as last year. The details of the catch are given in Appendix C.

Angling in Godbout River was not so good as last year. The river kept unusually low, in consequence of which the lower pools, which, in ordinary years afford the best sport at the beginning of the season, could not be fished. Only a few light showers of rain fell in June and July. The water continued to fall steadily, so that by the middle of July, it had become lower than ever before known by any one acquainted with the stream. The total catch amounted to 399 fish, against 515 in 1869.

MOISIE DIVISION.

F. SYLVESTRE, *Overseer.*

The duties of this officer appear to have been well performed. The clause of the Act relating to fishing on Sundays was strictly enforced, and one party was fined for setting nets in Trout River, outside of his limits. Cod-fishing was exceedingly good; the same may be said of salmon.

Angling in Moisie River was unusually good. The total number of salmon killed with the fly amounted to 279; total weight, 4,922 pounds; average weight 17 pounds 10 $\frac{1}{4}$ ounces. Five of the largest fish averaged 33 $\frac{3}{4}$ pounds.

MINGAN DIVISION.

JOS. BEAULIEU, *Overseer.*

Cod and salmon fishing were exceedingly good, as may be seen by referring to the returns from this division. (See Appendix C.) The increase in the catch of salmon over that of last year amounts to 375 barrels. This overseer met with no material violation of the law, and could detect no spearing by Indians or others. Besides Mr. Beaulieu, whose residence is at St. John River, the Department keeps local guardians at Mingan and Romaine. They are subject to the overseer's orders, and are under his guidance.

The number of salmon caught with the fly in Romaine River amounted to 155. The Mingan and the St. John were not angled.

NATASHQUAN DIVISION.

G. MATHURIN, *Overseer.*

Cod-fishing exceedingly good; salmon fishing double that of last year. The returns from this division are at Appendix C. Robert Quigley, an old offender, who was setting under the present license, had his nets confiscated, and a fine imposed for violation of the

Sunday clause of the *Fisheries Act*. The licensee, who pleaded ignorance of this offence' has been informed that a repetition of the same or of any other offence, would involve forfeiture of his license. With this exception, the overseer reports general compliance with the law. The Natashquan River was angled for only fourteen days. Two hundred and fifty salmon were killed with the fly, of an average weight of eleven pounds; the heaviest fish caught weighing 25 pounds.

WATSHEESHOO DIVISION.

P. FOURNIER, *Overseer*.

Cod-fishing was good; salmon-fishing about the same as last year. The details of the yield of fish will be found in Mr. Lavoie's report, and in Appendix C. The want of an active and energetic officer seems to be felt in this division. This will be attended to next season. The present overseer, contrary to his instructions, devoted his time and attention to fishing for himself instead of protecting the place.

PACACHOO DIVISION.

JEAN LEGOUVE, *Guardian*.

Cod-fishing exceedingly good; salmon fishing the same as last year, but better outside than in the rivers. In seal fishing there is a slight improvement over that of last year. The details of the fisheries in this division are given at length in Appendix C.

BONNE ESPERANCE DIVISION.

W. H. WHITELEY, *Guardian*.

Cod-fishing unprecedently good. Salmon middling, owing to low state of rivers. Herring fishery a failure. Mackerel was caught after disappearance here for several years past. Seal-fishing good. For details refer to Appendix C., and to Mr. Lavoie's report on this part of the coast.

ANTICOSTI DIVISION.

F. THIVIERGE, *Overseer*.

The fisheries of this division are treated at length in Mr. Lavoie's report.

MAGDALEN ISLANDS.

J. J. Fox, *Overseer*.

A special paragraph is devoted to this most important division in Mr. Lavoie's report. Mr. Fox bestowed a great deal of care and attention on the wants and requirements of his division. Besides the usual returns supplied by other overseers, he has compiled valuable statements, shewing the exports and imports at Magdalen Islands, the number of vessels, tonnage, number of men, &c. These will be found at Appendix G.

MAGOG DIVISION.

S. F. COPP, *Overseer.*

The fishing in this division, which includes Lakes Memphremagog, Magog, Bromé, Looring Sugar Loaf, Oxford and Trowser's Leg Ponds was good. The overseer gives an approximate statement of the catch as follows:—

Lunge.....	116 barrels at \$25.....	\$2,900
Trout.....	20 " 30.....	600
Herring.....	20 " 10.....	200
Pickereel.....	20 " 10.....	200
Bass.....	8 " 10.....	80
		<hr/> \$3,980

Most of these fish are sold in a fresh state among the inhabitants, thereby rendering it difficult to ascertain the real quantity caught. This officer continues to display great energy and activity, and has almost succeeded in putting a stop to poaching.

ST. FRANCIS DIVISION.

W. C. WILLIS, *Overseer.*

Salmon are reported to be steadily on the increase in many of the rivers in this District from which they had been almost exterminated. Numbers are said to have been seen in the Nicolet River.

RICHELIEU DIVISION.

H. W. AUSTIN, *Overseer.*

The duties entrusted to this officer have been well performed. He reports the fisheries in his division as being in a prosperous state. The fishway at the Government dam at St. Ours being now completed the fish ascend the Richelieu easily. Illegal fishing having been reported on the St. Lawrence, near Coteau du Lac, this officer was sent there and put a stop to these practices. A trustworthy guardian is much needed in that neighborhood. An Order in Council was passed last summer directing that no nets or other fishing apparatus be set on the Richelieu River without a license from the Department of Marine and Fisheries. This step was taken to put a stop to the injurious increase and extent of eel-weirs, to the detriment of lands bordering on the streams.

It is almost impossible to obtain reliable returns of the catch of fish in this division. The overseer, however, gives the following approximate figures:—North and south sides Lake St. Peter, Richelieu River and tributaries, 1,650 men employed, 900 boats; value of boats and nets, \$14,250. The number of barrels of fish caught is estimated at 7,690 fresh, and 1,500 pickled, or a total of 9,190 barrels, which would give \$45,950, by rating the fish at only \$5 a barrel, whereas many sell for \$10 and \$12. Adding to these figures the value of eel-weirs in the Richelieu, \$3,000, would give an approximate grand total for the value of the fisheries of this division of \$53,950.

MISSISQUOI DIVISION.

P. E. LUKE, *Overseer.*

Fishing was good this season, and the fish sold well. The overseer returns the number of men employed fishing in his division at 29; the number of barrels of fish caught at 129; total value \$773.

YAMASKA DIVISION.

R. McCORKILL, *Overseer.*

The mill-dams in this division are all provided with fish-ways, and the law appears to have been respected.

CHATEAUGUAY DIVISION.

D. McFARLANE, *Overseer.*

The only fish-way remaining incompleted on the Chateaugay River was that of Mr Henderson, at Huntingdon. The overseer reports that he has now placed thereon a substantial and efficient structure. Fish are reported to be on the increase.

OTTAWA DIVISION.


W. L. HOLLAND, *Overseer.*

Owing to the increasing importance of the fisheries in this division, it was found necessary to appoint a special guardian. The lakes in the Counties of Ottawa and Pontiac are teeming with speckled and grey trout, bass, whitefish, &c. To the new settler as well as to the sportsman, these waters afford ample means of subsistence and pleasure. The want of a proper guardian, and the belief under which parties were that the fish belonged to them, induced them to destroy them at all times, in season and out of season, with nets and spears. It was found highly necessary put a stop to these lawless practices. Quite a number of nets have been seized, and the law being now better known will be better observed. A marked increase of fish is reported in all the inland waters in rear of Ottawa. The overseer reports that at Whitefish Lake, this fall, whitefish were so plentiful that for miles along the shore he saw the young fry in such large shoals that the water seemed alive with them. Hitherto, these inland waters have been most wastefully and persistently fished, in the interests of American dealers, who contract for the fish, to be delivered to them for sale in the United States markets, where they command high prices and are in great demand. Most of these lakes can be reached only when the snow sets in. In order to supply our markets with fresh trout in winter, the Department has issued licenses to parties going there to fish, at a mere nominal rate. This ensures uniformity, compliance with the law and better protection to the fish. Parties holding these licenses will very naturally look with a jealous eye on those who have none, and will either prevent them from fishing illegally or report the facts to the overseer.

APPENDIX I.

**REPORT OF S. WILMOT, ESQ., ON THE FISH-BREEDING ESTABLISHMENT
AT NEWCASTLE, ONTARIO, DURING THE SEASON OF 1870.**

SIR,—In reporting to you the progress made by me during the past year, in the work of artificial fish-breeding, it will be needless to enter into lengthened details or statements as to the importance of this new industrial work, now fully inaugurated in this Dominion.

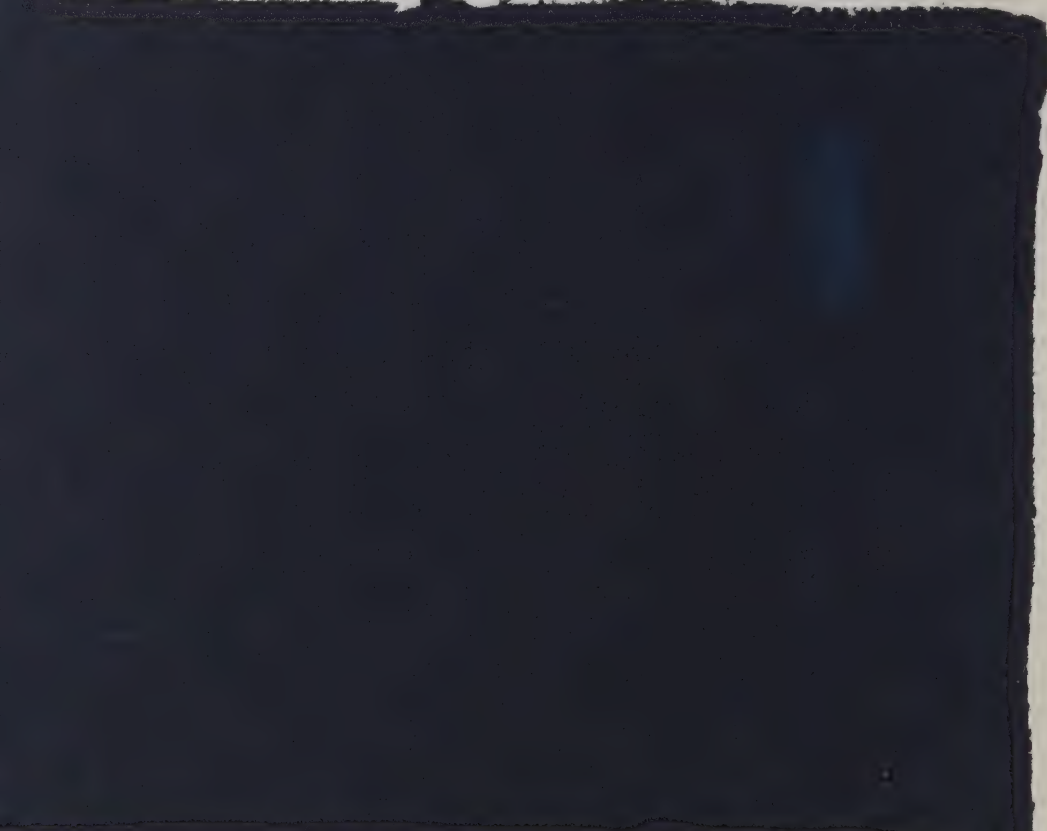


During the past year about 150,000 young fry have been let loose from the establishment under my charge at Newcastle. They were distributed in a number of streams emptying into Lake Ontario. The creeks into which they were placed were selected on account of their being well known as spawning grounds for salmon in years gone by, when these valuable fish were caught in great numbers. Thus far, I have confined the work of colonizing or restocking to the following creeks, viz: Grafton, Paldwins, Barbers, Lynds, Duffins, and the Rouge. Time and circumstances

did not admit of my being able to extend my operations beyond the streams above mentioned. Care, however, must be taken during another season to extend this work and to endeavour to restock various streams and rivers in other parts of the Dominion with new families of the salmon, giving thereby to each locality means of forming a nursery from which, with attention afterwards, the seed thus sown may produce a thousand fold.

The Credit, Humber, Trent, and other rivers, will, during the coming season, receive my particular attention, and in fact any stream that may present facilities for spawning grounds and for the after development of the fish.

Applications were made last season from persons in the Province of Quebec for ova, which would have been most willingly attended to; but from the want of knowledge as to the direct route to reach their destination, and from the lack of facilities for shipping, the orders could not be filled and the period passed over in which the eggs could with any degree of safety be forwarded. This difficulty could be very easily overcome if persons



fact of numerous applications having been already made to procure quantities of the same, and of the fact that many ova for transmission to the United States and elsewhere.

Many more eggs might have been procured last autumn, but the difficulty in securing skilled assistants during the period at which the salmon are prepared to lay their eggs, prevented me from getting a larger supply. It was, therefore, found impossible to utilize all the streams set apart for that purpose, from the want of aid alone, my own stream and Crafon Creek absorbing all the time of myself and assistants during

the very short and precarious season in which the fish are to be manipulated. This difficulty in obtaining help I have sought to overcome by erecting a house to procure ova by machinery.

A HOUSE TO PROCURE OVA BY MACHINERY.

In the summer of 1869, I formed an idea that salmon eggs could be collected by some process of machinery which might be attached to "Ainsworth's Trout Breeding Screens." In applying Ainsworth's plan, however, for salmon it would be useless on account of the larger body of water, and space required to operate in, without some improvement. This, however, suggested itself to me in the following way; by adapting some machinery by which to gather the ova after they had been deposited by the fish. After arranging this plan, it being found necessarily large and expensive, I was unable to put it into operation in the fall of 1869, but was obliged to defer the work till the season of 1870, and though now not fully completed, enough has been done to give it a fair trial. By the process of which I speak the parent fish (male and female) are not disturbed or handled, but are allowed to lay their eggs and milt in their own natural way upon the gravel; when this is done, the eggs drop through a wire screen which is placed underneath the gravel upon an endless canvass apron, which being turned by a crank and roller, draws the egg from under the screen and deposits it into a pan prepared to receive it. The ova thus taken are supposed to have received the benefits of natural impregnation and are then deposited in the hatching troughs for future incubation. Ainsworth's plan is highly spoken of by American trout breeders as being far superior in many ways to manipulation by the hand. How far it may succeed in salmon breeding is yet to be tested; several thousands of salmon eggs were collected by this process in my establishment last season. Considerable expense has been incurred in the erection of this building and the machinery and apparatus in connection with it. Should it answer the purpose for which it was constructed (and at present I have no reason to doubt it), a great success in salmon breeding will have been achieved, as well as important knowledge gained in the science of Natural History.

DESCRIPTION OF THE BUILDING AND APPARATUS.

The building is sixty-six feet long, by fifteen feet wide and twelve deep, and through this is allowed to run such a supply of water from the main creek as may be required, the quantity being regulated by gates at the upper end of the building; the bottom is smoothly floored over; running lengthwise the whole extent are placed 3 by 7-inch edgings, which divide the floor into four longitudinal spaces, each thirty-seven inches wide; small slats or bars are placed crosswise from sleeper to sleeper, about fifteen inches apart, and three inches up from the floor. In the space thus left an endless apron of canvass is made to work by revolving upon rollers fixed at either end of the building; one of these rollers is turned by a crank which sets the apron in motion at pleasure. On the top of the crosspieces above mentioned is laid strong wire-screening made of No. 12 galvanized wire, with one inch meshes, and thirty seven inches wide, so that it fits closely between the sleepers. Upon this wire-screening is spread about four inches of gravel, sufficiently large in size, not to pass through the meshes of the screen. The water is then let on, covering the gravel from nine to fifteen inches in depth. The result is an artificially formed spawning bed, sixty feet long by fifteen feet wide and to all appearances just like the natural bed of the creek.

This then is a description of the building and machinery for obtaining and gathering the salmon ova,—an illustration as to the *modus operandi* will now be given. Salmon in their migration up stream to spawn, enter the reception house below, and when prepared to perform their work of procreation enter upon this artificial spawning bed, male and female operating together as they would in the natural bed of the stream.

In the work of spawning the gravel is more or less displaced to form a nest for the eggs, and as the ova are laid, they drop through the crevices of the stones and through the meshes of the wire screen and lodges upon the canvas apron below, where they remain undisturbed until the crank is set in motion, when the revolving apron performs its duty of carrying the eggs along with it to the roller, where they drop off gently into a pan or basin fixed to receive them and in which they are conveyed to the hatching troughs. This artificial bed is sufficiently large to accommodate some dozen pairs of salmon at one time.

This apparatus or such portion of it as was completed last November, worked admirably, and after the first cost of construction will be inexpensive; the frame-work, galvanized wire cloth and gravel, are not removed, remaining constantly under water, they will last for many years, whilst the canvas, after the spawning season is over, can be taken out and laid up to dry until another year comes round.

INCREASE OF SALMON IN WILMOT'S CREEK LAST FALL.

The increase of salmon in this creek over last year was very marked; no doubt seems to exist in the mind of any one as to the real benefits resulting from the operations of your Department upon this stream. Ocular demonstration by so many persons, both far and near, has been sufficiently convincing as to the great number of salmon returning to it; forty and fifty have entered the reception house in one night and upwards of four hundred have been in it at one time during last season.

A close guardianship has been kept over the stream, and very little if any poaching has been practiced. Scores of salmon were noticed almost daily in the act of spawning in the bed of the creek, and, judging from the number of beds that were to be seen in various parts of the stream, a very great number of eggs must have been deposited by the fish in the natural way. Great numbers of parrs have also been seen in the creek, during the summer months, and I am led to believe that many were killed by persons whilst angling. I noticed many of these parrs upon the spawning beds of the salmon last fall.

GRAFTON CREEK.

Upon this creek two guardians were placed and I am inclined to think that with only one exception salmon were not molested. The fish entering this stream this season were not quite so numerous as last year; they were, however, extraordinarily large in size and many of them bore the mark put upon them by me in the season of 1868.

It appears very strange indeed that no salmon having the mark of 1868 were noticed in the creek during the fall 1869; where these salmon were during the spawning season of 1869 is a subject of conjecture and may open up a wide field for consideration.

SALMON IN OTHER STREAMS.

Several streams were set apart by your Department last autumn for the natural and artificial propagation of salmon. In some of these a few fish were found to enter. In Barber's Creek, in the Township of Darlington, some six miles from Newcastle, a few salmon were seen in the act of spawning, whereupon I employed a guardian to take charge of that locality and to preserve these fish from destruction. The appointment has had a very salutary effect in preventing certain persons, who were in the habit of poaching, from carrying on their illegal work. A number of salmon entered Duffin's Creek, and I have been informed that some were also seen in Lynd's Creek in Whitby, also in the River Rouge and the Highland Creek.

LARGE SALMON IN ONTARIO.

One of the reasons given in support of the theory, that the salmon of Lake Ontario were not the pure "salmon of the sea," has been that they were "small in size," and that no giants of their race were ever found in the Lake.

In the process of manipulating some hundreds of salmon last fall I was very much surprised at the immense size and length of many of them. I therefore took particular care to measure some of them, in order that I might compare their size with large salmon taken in Great Britain and our Maritime Provinces.

Frank Buckland (the best authority in England,) in his work on "Fish Breeding, singles out the size and weight of a large salmon which was sent to him by a friend as a *rara avis*, and after a life-sized water-color portrait was taken of the "old soldier, (as he was called,) he was sent to the British Museum as an extra specimen. Prof. Buckland thus says: "A friend kindly sent me a *huge* salmon; he was twenty-two pounds in weight and forty-three inches in length, and terribly out of condition; if in good condition "he would have weighed between forty and fifty pounds."

In July, 1869, I saw a number of salmon which had just arrived at Quebec from the River Moisie, many of which were considered unusually large. I selected one of the very largest, which the owner presented to me; it weighed thirty pounds and measured thirty-six and a half inches in length and was in prime condition.

In August of the same year a "big salmon" was shown at Bathurst in New Brunswick, which was taken in the Bay des Chaleurs. It weighed forty-four pounds and was said to measure forty inches in length. Now these specimens may justly be considered as immensely large salmon, "giants of their race," and taken from the sea.

In November last ninety-six salmon were in the reception house at Grafton at one time; seventy-nine of these measured between thirty-five and forty inches in length, making an average of about thirty-seven inches to each. They were all "terribly out of condition," just in the spawning season; some of them weighed seventeen and eighteen pounds. If in good condition, on Mr. Buckland's authority, they would have weighed between thirty and forty pounds each. The statements, therefore, that the Ontario salmon are "small in size," and that there are "no giants of their race," must, with these comparisons, surely fall to the ground.

PRESERVATION OF FISH IN MANITOBA.

Since the Province of Manitoba has been added to the Dominion, it is of importance to its future as well as to its present welfare, that one of the great natural sources of wealth with which that section of our country has been blessed, should be protected. I allude to the abundant supply of fish and unless the Fishery Laws be put into operation immediately, we may expect the same difficulties to arise there as we have had in some of the older Provinces forming this Dominion.

If, with the new immigration going into Manitoba, the settler is at once made to know and feel that the Fishery Laws must and will be carried out in their full force, very little, if any, trouble may be expected. If, however, on the contrary, every man's hand is allowed to be turned towards the destruction of fish, at all times and in all places, the time must soon arrive when they will see and feel *there*, as we now do *here*, the great folly and want of wisdom shown by our first settlers in the older portions of this country. When the few people forming the population of a new country are made to respect the laws themselves, they in turn, as the settlements become more numerous, are more likely to aid and assist in the maintenance of the laws against any infringement by other new comers.

In the first settlement of the present more populous Provinces of the Dominion, no legal enactments for the preservation of fish were known to exist (at least for a long period), and it was considered by the people to be right to kill and destroy them whenever and wherever they felt disposed; therefore the greater difficulty and expense has necessarily been incurred by the Government of the present day to institute and enforce wholesale and judicious Fishery Laws. A suggestion is therefore offered that a policy for the preservation and protection of fish should be at once introduced into the new Province of Manitoba.

CLOSE SEASONS FOR FISH.

The sea fisheries, from the unlimited field which they cover and the extensive area in which the natural production of fishes is carried on, do not require such peculiar laws for their preservation, or for close seasons being set apart for spawning, as are necessary in the inland fisheries.

The latter, though perhaps not at present so important in a commercial point of view as the former, are, nevertheless, becoming each year more attractive in furnishing extended sources of food and wealth for the people. Nor do the lake and river fisheries of the interior cover an insignificant portion of the country, but being in many instances located in thickly inhabited parts of the provinces, and the natural spawning-grounds of fresh water fishes being very open and exposed, in the shallow waters and streams which they frequent for this purpose, it becomes absolutely necessary that proper close seasons should be set apart for them; and, moreover, that such periods should be strictly kept.

The subject of our Fisheries, both Inland and Maritime, is now assuming so high and important a position, in a national point of view, that we find the latter becoming the subject of great attraction to the neighboring Republic; that country having a desire to obtain from our coast fisheries benefits to which the people of this Dominion alone are entitled. These privileges should be reserved for our right exclusively, not only on the ground of justice, but also as a matter of public policy; and it is a source of pride and

satisfaction to the inhabitants of this country to know that such energetic steps are being taken by the Government, and also by your Department, for preserving this great natural source of wealth, as well as maintaining the dignity and honor of the Dominion.

I have the honor to be, Sir,

Your obedient servant,

SAMUEL WILMOT.

Honorable P. Mitchell,

Minister of Marine and Fisheries.

Newcastle, 31st December, 1870.

APPENDIX

RETURN of Fishing Stations, Yield, Value, Number of Men Employed, Number of

DIVISIONS.	No. Men employed.	Value of Boats, Nets, and Material employed.	Gill Nets, Yds.	No. of Scoop Nets.	No. of Seines.	No. of Hoop Nets.	No. of Pound Nets.	White Fish, brls.	Trout, brls.	Herring, brls.
		\$								
Lake Superior division: from head of Lake Superior to Thessalon River.....	204	12,595	90,000	9	3	.....	.....	2,694	3,333	.....
Lake Huron and Georgian Bay division: from Thessalon River to Penetanguishene.....	826	.....	139,049	.....	3	.....	.....	2,950	2,590	.....
Indian Peninsula division: from Penetanguishene to Cape Hurd.....	66	6,800	159,000	.....	1	.....	.....	2,000	1,025	.....
Saugeen division: from Cape Hurd to Goderich.....	248	32,853	115,955	.....	8	.....	.....	1,776	2,102	2,283
Huron Lake, and River St. Clair division: from Goderich to River Thames.....	160	13,520	17,500	.....	16	.....	.....	933	.....	2,165
London division: Thames River and tributaries.....	24	.....	.....	.....	5	.....	.....	.....	.....	.....
Detroit River, and Lake Erie division: from River Thames to Rondeau.....	256	18,800	6,750	.....	53	.....	14	1,253	.....	.....
Lake Erie division: from Long Point eastwards.....	156	8,348	20,400	23	19	.....	.....	200	.....	153½
Lake Ontario division: between Niagara River and Six Mile Creek.....	39	4,402	12,400	.....	8	.....	.....	150	5	84
Lake Ontario division: between Six Mile Creek and Bronte.....	92	12,050	32,850	.....	19	.....	.....	146½	44	240
Lake Ontario division: between Bronte and Whitby Harbor.....	58	8,970	94,000	.....	9	.....	.....	100	393	35
Newcastle division: from Whitby Harbor to Presquille	60	5,300	18,340	.....	2	.....	.....	500	150	125
Bay of Quinte division.....	117	7,620	1,850	.....	18	.....	.....	297	.....	1,275
Prince Edward County division.....	232	14,325	163,150	.....	64	.....	.....	1,409	54	171
Wolfe Island division, including Amherst, Ducks, and Timber Islands	88	7,285	9,397	.....	.....	80	55	505	674	11
Brockville and Cornwall division.....	27	2,600	2,660	.....	4	2	.....	.....	.....	.....
Lake Simcoe division and Sturgeon Lakes.....	42	441	1,600	.....	1	.....	.....	60	26	8
Total	2689	155,909	884,901	32	233	82	69	14,973½	10,396	6,550½

DEPARTMENT OF MARINE AND FISHERIES,

Fisheries Branch,

OTTAWA, 31st Dec., 1870.

(Certified) W. F. WHITCHER.

K.

Nets, and Yards of Gill Nets, in the Province of Ontario, during the year 1870.

Seicos, brls.	Maskinonge, brls.	Pike and Bass, brls.	Bass and Perch, brls.	Pickerel, brls.	Coarse Fish, brls.	Total Number of Barrels of Fish.	VALUE.		Total Value.	Where Disposed of.	Remarks.
							Fresh.	Pickled.			
							\$	\$	\$		
.....	152	.....	6,179	9,978	30,088	40,066	Canada and Unit- ed States.	
.....	205	1,050	6,725	900	39,165	40,065	do	
.....	3,025	8,100	7,575	15,675	do	
.....	6,161	5,057	33,461	38,518	do	
.....	300	100	400	2,325	6,223	6,354	16,326	22,580	do	Returns imper- fect.
.....	150	110	.....	390	650	6,450	.....	6,450	do	.....
.....	1,253	22,821	.....	22,821	do	With three sta- tions to hear from.
.....	4	5	3	355	237	954	9,727	.....	9,727	do	Returns very complete.
15	9	.....	99½	49	411½	3,873	.....	3,873	do	
93½	67	.....	21	63	675	6,180	.....	6,180	do	
166½	60½	.....	.....	47½	864	8,480	.....	8,480	do	
.....	20	.....	.....	40	835	9,500	800	10,300	do	Returns imper- fect.
.....	1,572	7,532	.....	7,532	do	
.....	50	.....	.....	2,242½	15,823	404	16,227	do	
.....	32	.....	10	525	1,757	12,820	.....	12,820	do	
.....	227	.....	25	.....	252	2,086	.....	2,086	do	In this division a considera- ble amount of fishing is done with hook and line.
.....	100	10	.....	.....	.....	194	997	484	1,481	do	
275	104	880½	263	1,267½	4,726½	40,043	136,679	128,303	264,982		

P. MITCHELL,
Minister of Marine and Fisheries.

APPENDIX L.

SYNOPSIS OF FISHERY OVERSEERS' REPORTS IN THE PROVINCE OF ONTARIO FOR THE SEASON OF 1870.

LAKE SUPERIOR DIVISION.

JOSEPH WILSON, *Overseer.*

No cases of infraction of the fishery laws were brought under the notice of this officer during the present season. The summer's catch of fish was very fair, but owing to the prevalence of heavy gales in the fall, which made great havoc with the nets, &c., of the fishermen, the latter were prevented from improving the best portion of the season's fishing. The trade in fresh fish continues to prosper and the increased facilities afforded by two steamers running from Fort William to Collingwood give a fresh impetus to this branch of industry. The business in the sale of pickled fish is, however, much crippled by the almost prohibitory duties imposed by the United States. The fishery regulation, fixing a close season for speckled trout in Ontario, has had the most beneficial results in this division. The angling in Nepigon River was excellent this year. The accompanying statistics show a large increase both in the yield and value of the fisheries belonging to this division. The only requirement necessary to develop more fully this inexhaustible source of wealth is capital. Now that the gradual development of our mineral resources on the coast of Lake Superior is causing a rapid increase in the population of this section of the country, it is confidently expected that the yield of our fisheries will advance in a proportionate ratio.

LAKE HURON AND GEORGIAN BAY DIVISION.

WILLIAM PLUMMER, *Overseer.*

In consequence of the stormy weather experienced in the fall of the year, fishing operations in this division were seriously impeded. The statistics, however, show an increase in the value of the yield over that of the preceding year.

INDIAN PENINSULA DIVISION.

GEORGE S. MILLER, *Overseer.*

There was a slight falling off in the catch of fish in this division during this season. The fishermen state that the fish do not come so closely inshore as formerly and that they have to set their nets as far out in the lake as 12 or 15 miles; whereas, hitherto, five miles was the outside limit of their fishing grounds. This partial failure is attributed to the rough weather in the fall, fishermen being prevented part of the time from going out.

SAUGEEN DIVISION.

JOHN EASTWOOD, *Overseer*.

The fisheries on this part of the coast and in Georgian Bay, are a valuable means of subsistence and profit to the settlers on the shores of the great lakes. The season set in well and the catch of white fish and salmon trout at the Fishing Islands was very large. Early in October the *Wm. Seymour* brought into Kincardine 11,400 pounds of fresh and 700 packages of salted fish. A single firm in Goderich is reported to have prepared this fall no less than 600,000 pounds of fresh fish taken at various points on that coast. The yield of the fisheries at the Fishing Islands alone is estimated at \$30,000 during a period of two months. The overseer's returns show the details of the yield in this division in Appendix K. Mr. Eastwood adds, that although the quantity of fish caught during the past season exceeds on the whole that of last year and the prices ruled higher, yet the enormous destruction of material and the damage caused to fishing gear by stormy weather in the fall upon the rocky bed of Lake Huron, rendered a very meagre compensation to the industrious fishermen for their hard work.

HURON, LAKE AND RIVER ST. CLAIR DIVISION.

S. A. MACVICAR, *Overseer*.

No report from this officer.

DETROIT RIVER AND LAKE ERIE DIVISION.

P. MARENTETTE, *Overseer*.

The returns of the yield of fisheries in this division will be found at Appendix K. The catch was much larger than that of last year, showing an increase of nearly 400 barrels of white fish, valued at \$17,000. It must, however, be borne in mind that last year's fishing was almost a failure, owing to frequent storms and high north winds which drove the fish into the lake. The overseer strongly urges the inexpediency of allowing the enclosures called "pounds" to be used in the fall for the purpose of keeping white fish therein until ready for market, as this practice is injurious to the fisheries.

ERIE, NIAGARA AND PART OF LAKE ONTARIO DIVISION.

J. W. KERR, *Overseer*.

Salmon entered Lyon's, Duffin's, Highland and Twelve Mile Creeks, the Rouge and Credit Rivers last fall and spawned there. These streams were all set apart by Orders in Council for the natural and artificial propagation of fish; and local guardians placed on each of them, who are reported by Mr. Kerr to have performed their duties very efficiently. The reappearance and rapid increase of salmon in these streams which had so long been

deserted by them, is attributed in part to the exertions of the fishery officer in charge of the Government Fish-Breeding Establishment at Newcastle and also to the active vigilance maintained by the overseer and the local guardians in protecting the spawning fish and keeping the streams free from sawdust and mill-rubbish. On the 27th October the overseer observed salmon in Duffin's Creek, and on the 8th November, he counted no less than 17 on the spawning beds. The catch of salmon trout was good; the quality as well as the quantity of the fish having improved. The catch of white fish, owing to contrary winds and high water in Lake Ontario, was not so good as was anticipated. The amount taken throughout the whole of this division was, however, very nearly the same as in 1869. The sciscoe and herring fishery this year succeeded well, and is becoming a source of profit to those fishermen engaged in it. The fish-breeding establishment commenced at Galt, on the Grand River, for the hatching of speckled trout, and which was noticed last year, progresses favorably. On the 30th of December, 1870, Mr. Kerr visited this place, and reports that he found 32,000 eggs in the hatching troughs. Even at this late stage of the season some of the parent fish had only just spawned. About 3,000 young fish were in the nursery, the product of last year's hatch. They were doing well and growing rapidly. The establishment is under the care of Messrs. Brown, Burnett and Allan, and is in a fair way of success.

NEWCASTLE DIVISION.

SAMUEL WILMOT, } *Overseers.*
JAMES K. CAMERON, }

Mr. Wilmot has charge of the Government Fish-Breeding Establishment at Newcastle. A special report from him will be found in Appendix I. Mr. Cameron's division comprises four fishing stations. The fishing on the whole was fair and the statistics show an increase in the yield over that of last year.

BAY OF QUINTE DIVISION.

CHARLES WILKINS, *Overseer.*

The probable cause of the difference between the catch of white fish during the last two years and the present season, was the prevalence of high winds which blew over Lake Ontario for the greater part of this summer. White fish especially seek deep water in rough and boisterous weather, during which the fishermen meet with poor success. The quality of the white fish taken this year is above the average; they were in good demand at extra prices. The quantity of herring caught in the Bay of Quinte this season exceeds that of any former year. Most of the inland lakes in the rear of this division were visited during the course of the summer and found to abound with salmon trout and other fish. Fish ways are being constructed on Salmon and Napanee Rivers.

PRINCE EDWARD COUNTY DIVISION.

JOHN G. HICKS,	PETER HUFF,	} <i>Overseers.</i>
WM. PLEWS,	JOSEPH PIERSON,	
W. A. PALEN,		

Mr. Hicks furnishes very complete statistics, which show that fishing in his District has been as good as last year.

Mr. Pews reports a scarcity of fish in his division, owing chiefly to a prevalence of rough weather.

Mr. Palen states that fishing was fair and that the law was generally observed during the close seasons.

Mr. Huff was appointed to replace Mr. Platt, who had resigned. His returns show the catch of fish to have been about the same as that of last year.

Mr. Pierson has sent no report. Details of the yield and value of fisheries in this division will be found in Appendix K.

WOLFE AND AMHERST ISLANDS.

P. KIEL, *Overseer.*

White fish were unusually plentiful and during the month of June the market was so glutted with them that it was difficult to dispose of them. Their average weight was $2\frac{1}{2}$ pounds. The season for fall fishing was exceedingly stormy and during the early part of October the Lake Ontario fishermen experienced great hardship and considerable danger. On the 18th October a violent storm destroyed most of the nets and caused the loss of two lives. However, notwithstanding the bad weather, the catch of fish was about an average; the large number taken in a short time making up for the difference in the length of the fishing season. The fish are steadily increasing in this division, owing to the judicious enforcement, by the fishery overseer, of the fishery laws and regulations.

BROCKVILLE AND CORNWALL DIVISIONS.

JOHN MOONEY,	<i>Overseer.</i>
JOHN WALLACE,	} <i>Wardens.</i>
HENRY HUNT,	

Mr. Mooney reports the increase of fish in his Division larger than in any previous year; a fact which he attributes to American fishermen being now prevented from fishing in Canadian waters.

Messrs. Wallace and Hunt also report this year's fishing as very fair.

SIMCOE AND PETERBORO DIVISIONS.

J. S. DENNIS,	} <i>Overseers.</i>
W. H. SHIPMAN,	
JAMES BILD,	

Col. Dennis reports the fall season as very bad for the fishermen on Lake Simcoe, in consequence of a constant succession of gales and stormy weather. The small fee charged for spearing licenses last winter worked very well and it is recommended that this mode

of fishing through the ice be extended to February and March. In this manner each licensee becomes, in fact, an auxiliary, as the holder of such license will naturally complain of and report those who fish without license. It is also suggested that the inland lakes and waters in the Muskoka Territory be added to this division, as the rapid settlement of this section of the country is urgently requiring some special protection.

Scugog, Balsam, and the adjoining lakes, are under the charge of Mr. Shipman. The number of fish caught in this division was below the average, owing to the severity of the winter of 1869, and the destruction of large numbers of fish from want of air or breathing holes through the ice. Scugog Lake suffered most in this respect, as no large streams run into it. In the spring large quantities of dead maskinonge and bass were seen floating on its surface. A fishway has been built at Lindsay which will materially increase the number of fish by affording them access to both lakes.

Mr. Bird has charge of the lakes and inland streams in the County of Peterborough. He brought several prosecutions against and imposed fines upon poachers during last season and now reports a better observance of the fishery laws.

SYDENHAM DIVISION.

F. McRAE, *Overseer.*

The main duty of this officer besides the issue of fishery licenses to parties fishing on the St. Clair and Thames Rivers and the preventing of foreigners from fishing in Canadian waters, has been to notify and compel mill owners to build proper and efficient fishways in the dams on Sydenham River. It is confidently expected that by next spring these will be all completed and the fish enabled to ascend this stream without let or hindrance.

LONDON DIVISION.

HY. GROVES, *Overseer.*

This officer was appointed in place of P. Schram, deceased. His main duty is to see that efficient fishways are built by the several mill owners in the dams on the Thames River. He reports the work as progressing favorably. Fish are increasing in numbers in the Thames River.]

APPENDIX M.

REPORT OF W. H. VENNING, Esq., INSPECTOR OF FISHERIES FOR
NOVA SCOTIA AND NEW BRUNSWICK.

TO THE HON. P. MITCHELL,
Minister of Marine and Fisheries,
Ottawa.

SIR,—The Reports received from the several overseers in New Brunswick and Nova Scotia, for the year 1870, give a very cheering account of the fisheries in both Provinces.

The difficulty experienced during the previous two years in enforcing the new law and the regulations made under it, has been nearly overcome, and a better state of public opinion now prevails, which very much facilitates the onerous duties of overseers and wardens, and the beneficial results are visible in almost every District which has the supervision of an officer.

The returns for the year show a large increase over those of 1869, and there can be no doubt that this improvement is due almost entirely to the protection afforded by the machinery provided under the *Fisheries Act* of 1868 and by the operations of the Marine Police during the past year.

The local regulations adopted under the Act have been found in most cases well adapted to the localities in which they have been enforced and I have no doubt that the coming season will prove the wisdom of their adoption. In some few cases these will need revision, as experience in their practical operation brings to light their defects.

In some localities which are noted in this report, additional officers are much needed, and in several cases the pay of wardens should be increased, the remuneration being too small for the amount of work they have to perform. Some other changes, which will be pointed out, are desirable, and I trust will receive consideration.

In *Charlotte County*, the hope expressed in my last Report, that the St. Croix River (so long closed) would once more be the resort of the three most valuable species of migratory fish—salmon, shad, and alewives—has been fully realized. Overseer Curran, in his report of the state of his District, says:—"I have the pleasure to inform you that the fish-ways on the St. Croix River are a complete success, and large numbers of salmon and alewives have passed up during the season. It was estimated that on Sunday, June 19th, upwards of fifty barrels of alewives passed through the fish-way at middle landing. There were about a hundred persons present, it being a great curiosity to see them making their way up the ladder. They continued to pass upwards until late in July, and had a good passage through the passes at Milltown and the *Upper Mills*. When the water was low, they easily found the fish-way and passed up, when high, they passed round the end of the dam on the American side. There is now a fish-way in the dam at the outlet, Chequamegon Lake, which will allow them free access to the whole chain of lakes on the eastern branch. On the western branch the passage is clear to Grand and North Lake, and we may now confidently look forward to the restoration of this once valuable fishery. Salmon must have gone up in considerable numbers, as they have been seen jumping out of the water in several places high up the river. They continued to go up until late in September, and as there are several large areas catering the St. Croix above Milltown and *Upper Mills*, they will find ample spawning ground. Next season they will have a fair chance to go to the head waters, as the fish-ways in course of construction are the best in the country, being built in a most substantial manner. The only difficulty now will be to keep the mill rubbish out of the river, which is not only detrimental to the fish, but is ruining the navigation."

Referring to the Deny's River, one of the streams set apart by order in Council for natural propagation, Mr. Curran says :—"There was a clear proof of this season of the good results of protection on Deny's River. During the time of alewives going up, the water was alive with them; they passed up the fish-way without difficulty, and went into the Upper Lakes. With one exception there was no violation of the law on this stream that I am aware of. In that instance I seized and confiscated the net and the offence was not repeated."

The good results flowing from the protection of the spawning grounds at the Southern Head of Grand Manan, alluded to in my last Report, are now even more obvious and the fisheries have been very productive during the past season.

In previous Reports I have called attention to the vast quantities of young herrings taken in the weirs in Grand Manan, Campobello, and West Isles, and expressed the conviction that this continued destruction of young fish must, ere long, have a disastrous effect on the valuable fisheries of Passamaquoddy Bay and the coasts of Charlotte County.

I may here repeat the opinion formerly expressed, that the weirs do great damage to the fisheries generally, by taking vast quantities of small fish, wholly useless for any purpose except to produce oil, and of the very small ones must yield an inconsiderable quantity, wholly incommensurate in value with the great destruction of fish, which, if allowed to mature, would be of greatly increased value. As things are conducted now, it is clear that the spawning grounds are protected almost solely for the benefit of the weir owners, as the weirs take the largest quantities, and of all sizes, down to a few inches in length. It may be true, that as now conducted, the weirs are more profitable than they were before the introduction of the oil-pressing business, but this must be at the expense of the general interests of the fisheries, because, as the supply of food diminishes, so will the live fish, such as cod, haddock, pollock, and hake, which are attracted to the shores and bays by the shoals of young herrings, which serve them as food. In addition to this inevitable result, there is another consideration which should not be overlooked. The extension of the deep-sea fisheries, which are yearly increasing, requires a large supply of bait, and nothing is so valuable for this purpose as herrings, while every year the difficulty of obtaining these for the deep-sea fisheries is becoming greater. American fishermen who formerly obtained their bait by encroaching on our best fishing grounds, will now be obliged to procure their supplies from our fishermen by purchase, or abandon the principal part of their fishing on our coast, hence the preservation of our invaluable herring fisheries in the Bay of Fundy becomes a matter of paramount importance.

The real question seems to be this. Are the spawning grounds sufficiently prolific to keep up the supply in spite of the weirs, so that the fish may not desert the locality for want of food? If not, then the weirs must do damage by destroying such vast quantities of small fish. There can be no doubt that the continued drain, year after year, must diminish the supply; and it is simply a question of time, how long the contest between the power of the fish to multiply and the capacity of the weirs to take them can be continued. The question offers some practical difficulties which are enhanced by the fact, that any prohibitory measures enforced upon our fishermen will conduce to the direct advantage of American fishermen on the other side of the line, who were the first to introduce the oil-pressing process, and who will of course continue to pursue it as long as it is profitable.

The recent death of Overseer Drake will necessitate the appointment of another officer for Grand Manan, and I would respectfully suggest that a competent man be placed in charge of the whole District, including Grand Manan, Campobello, and West Isles.

In *St. John County* the principal fishing is done in and around the harbour of St. John. The Common Council has appointed an officer to enforce their by-laws and to prevent the Sunday fishing, which had until recently been pursued openly and without restriction. The effect of this step cannot fail to be attended by the best results, as it will give the fish a better chance of ascending the river to their accustomed spawning places. An overseer in the parish of St. Martins is much needed, as several important rivers in that District are without the supervision of an officer, where the services of one are

much required to enforce the provisions of the law. I cannot too strongly urge the immediate appointment of a competent officer for this District.

In *King's County* the improved state of things described in my last Report, continues to afford every hope that the Kennebecasis and Hammond Rivers will, ere long, be restocked with salmon, shad, and alewives. There have been very few violations of the law during the past season, and these have been by Indians, who managed to evade the officers. The appointment of an overseer for the District, extending from Indian Town to Bellisle Bay, would be attended by good results, as the present officers reside too far up the river to enable them to attend to this District which much requires an intelligent officer's supervision.

In *Albert County* the good effects of protection during the past two years are becoming evident in the great increase of fish in the Petitcodiac River and its tributaries. Overseer Taylor, in his Report of the state of his District, says: "I am pleased to be able to report a large increase in the number of salmon visiting the several rivers in my district during the past season and also that they have ascended the streams further than they have done for many years. I find a more general willingness on the part of the people to comply with the law, although there were some violations which have been followed by arrest, conviction and fine. These prosecutions have had a salutary effect on parties inclined to defy or evade the law, and I anticipate but few repetitions of the offence. I have had some difficulty in keeping mill rubbish out of the streams, and this is now the principal evil from which rivers suffer."

Overseer Alcorn gives a cheering account of his District, he says:—"I find salmon increasing rapidly, they have re-appeared in McClatchy's Creek in Upper Hillsborough, in Crooked Creek in Harvey, and Geneshtown Lake in Hopewell. In Salmon River they have become very plentiful, and a large number have been taken in the shad weirs off the mouth." The shad fishery in *Albert and Westmorland Counties* has given about an average yield, but some serious difficulties under which it formerly laboured have been removed by the appointment of an additional warden, whose duty is to prevent the throwing over of "Gurry" on the fishing grounds and to prevent the destruction of young fish by the weirs. With proper attention to these matters I anticipate a great improvement in this valuable fishery.

In *Westmorland County*, the opening of Shediac River, by cutting a passage for fish through the dam known as "Gilbert's Mill," has proved very beneficial and Overseer Deacon reports that a large number of salmon have been seen many miles up the river on spawning grounds where salmon have not been seen for many years. The provisions of the law for the protection of oyster beds have been enforced, but the old beds have become so much reduced that years must elapse before any decided results can be looked for from mere natural increase, while yearly raking is allowed. On this subject Overseer Deacon expresses the following opinions, in which I fully concur:—"I think it a great pity this harbour is not leased for oyster cultivation, for which it is admirably adapted. If this cannot be done, I would recommend that the harbour be set apart for a term of years for the natural growth of oysters and all raking during that term strictly prohibited. If some measures for their protection are not adopted, this valuable shell fish will soon be exterminated." In this connection, I can only repeat my decided conviction, that the granting of leases for oyster cultivation, not only in this harbour, but in other favourable localities, will be the only means of developing this wealth. Where oysters are properly cultivated, the beds are raked but once in three or four years, which gives them a chance to reproduce, while the spat or spawn is arrested by artificial barriers, and forms new beds. Where beds are raked every year in succession, and no means taken to form new ones, the oysters in that locality must necessarily soon become exhausted. The primitive mode of raking generally pursued by oyster fishers has a most destructive effect upon the beds, and as a general thing the quantity destroyed nearly equals that raised. Those who have no particular interest in the beds care only for the present, utterly regardless of the future, and cannot be induced to employ the more improved but somewhat more expensive implements used by the intelligent oyster cultivator.

In *Kent County* the coast fishery has been unusually good during the past season, cod-fishing especially has been better than for many years. The salmon fishing has not been more than an average, but large quantities of bass, smelts and frost fish have been taken, and more attention is being attracted to the facilities this county presents for pursuing the fisheries on a larger scale. The same causes which have almost destroyed the oyster beds in Shodiac Harbour have been actively at work in Richibucto, Buctouche and Cocaigne, and although the close time has been generally observed, excessive raking during the open season is fast exhausting the natural beds.

In *Northumberland County* the reports received from the several overseers are not very cheering. While the coast fisheries generally have yielded about an average catch, that of herrings has rather exceeded it; but the more valuable salmon fisheries carried on at the islands in the mouth of the river and along its lower reaches, have not been as productive as they were last season. The spring was very cold, and the entrance to the river was blockaded by ice for a long time, and many old fishermen think that the fish took an unusual course. Overseer Perley is of opinion that the dryness of the season and foul winds were the cause of the light catch, and states that in the latter part of August and first of September there were some heavy runs of fish passing up the river to the spawning grounds. The bass fishery had improved, but shad and alewives show a great falling off. I must again call attention to the necessity of making some regulations for Portage Island. At present the locality is much over-fished, which is a source of loud complaint on the upper parts of the river, and makes it more difficult for the officers there to prevent violations of the law.

In *Gloucester County* the good results of strict protection of the rivers during the spawning season still continue to be obvious. Although last season was a very unfavourable one, owing to a late dry spring, and heavy gales, the coast fisheries have nearly equalled those of the previous year, which were unusually productive. The season was most unfavourable for angling, owing to the want of rains in the spring, yet there were upwards of 400 salmon taken with the fly in the Nepisiguit River, where a few years ago it was considered extraordinary sport to take fifty. The heavy rains during the latter part of the season were favourable to the ascent of a large run of spawning fish, and Overseer Hickson reports the rivers as well stocked with breeding salmon, which were allowed to spawn without disturbance. But few violations of the law have taken place this season, which speaks well for the improved state of public opinion in the county. In due time the fishermen in that District will realize the beneficial effects of their observance of the regulations.

In Shippegan and Caraquet the returns show a considerable increase over last year. The close time for the protection of oysters has been enforced, and large quantities have been raised from the extensive beds in Caraquet, which fortunately have not suffered to the same extent as those in Kent and Westmoreland.

In the Main Tracadie River and its tributaries, the Gaspercau fishery has yielded much above an average return, and there is no reason to doubt that the enforcement of the regulations is causing a visible improvement in the fisheries. Overseer Savoy in his Report says:—"The head waters of the Tracadie River are unsurpassed as spawning ground for salmon, and I am happy to report a great improvement in our fisheries, which is due to the protection afforded the fish on their spawning beds since the passage of the *Fishery Act*. Formerly, Indians and others with spear and flambeau made fearful havoc among the salmon and trout, but since the law has been enforced and a number of them prosecuted and fined, these violations have been less frequent, and hence the beneficial results. Salmon and trout, which had almost disappeared from our rivers, are now again being taken in large numbers and the waters are again full of young fish."

In *Restigouche County*, the improvement in both coast and river fisheries noted in my last Report bids fair to be permanent, as the catch of last season has far exceeded that of many previous years. The preserving establishments were filled up a month earlier than usual, although most of them had made provision for an extra quantity, and quite a large number was packed in ice, smoked, and salted. The strict enforcement of the weekly close time in tidal waters and in the main rivers has allowed a fine run of fish to ascend the Main River and its tributaries, and these have been so well protected by the active exertions of Overseer

John Mowatt and his assistants that they have reached their spawning grounds undisturbed, which will doubtless in due time bear witness to the good effects of protection under the new law.

Grilse have been very numerous in the rivers this season, and an unusually large number of smelts have been observed making their way to salt water. Owing to the dryness of the season and the consequent want of water in the rivers, the number of fish taken by the angling lessees has been very small.

The principal evil under which the Restigouche now labours is the excessive netting among the islands at the head of the tide; and I must again repeat my conviction that no nets should be allowed from islands, middle lands or shoals, but that all should be confined to the banks. Should the river become sufficiently well stocked to allow nets to be set from islands, bars, and middle grounds, without detriment to the fisheries, these fishings should be assumed by the Department and licensed under proper restrictions. I have repeatedly called attention to the excessive netting on the New Brunswick side of the river, as compared with that on the Quebec side, and would again urge the wisdom and propriety of adopting a uniform system for both sides of the river, by putting all fishing stations under license. Sooner or later this system must be introduced in New Brunswick and Nova Scotia, and the fishermen generally are well able to bear it. At present in these Provinces, those who derive the immediate benefit of the fisheries contribute nothing to their protection, and while this is the case the Department can never be made self-sustaining. In most Districts where the fisheries are systematically pursued, the fishermen would prefer paying a small license fee, and be free from interference in their holdings. I cannot too strongly urge the total prohibition of spearing by Indians on the Restigouche and its branches. This practice is so destructive, and the permission when given so much abused, that it ought not longer be tolerated under any circumstances. There can be no better time than the present to withdraw this permission, as employment is plentiful and wages good. In lieu of this privilege heretofore given to the Indians, I would urge that one or even two stations be set apart for the Indians, to be fished with nets, as is done by the other residents on the river. In my opinion (Overseer Mowatt, one of the most active and intelligent officers under your Department, fully concurs, and I cannot but express the hope that the destructive practice will be entirely suppressed throughout the whole Province.

In *Victoria County*, Overseer McCluskey gives a favourable account of the rivers in his District, and reports fewer violations of the law on the Tobique, none at all on the Main River. The extreme lowness of the water during the spring confined the fish to the Main River in the vicinity of the mouth of the Tobique in consequence of which an unusually large number of salmon were netted in that neighbourhood. Later in the season a rise of water enabled a good run of fish to ascend the Tobique and reach their spawning grounds. The resignation of Warden Roberts left this river without any guardian and I instructed Overseer McCluskey to engage the services of Mr. John McDougall to fill his place. Mr. McDougall resides at Rocky Brook, in the very neighbourhood of extensive spawning grounds, where an officer is most needed, and I beg to recommend that he be permanently appointed an officer with magisterial powers. He is an active and energetic man and will do the duties in a thorough and efficient manner.

The removal of Warden Melvin from Three Brooks, an important branch of the Tobique, left this locality also without an officer, and I engaged the temporary services of Mr. John James to fill his place for the season. I also recommend his permanent appointment as warden to fill Melvin's place.

In *Carleton County*, the report of Overseer Harrison indicates a very small catch, not on account of any scarcity of fish, but rather resulting from the great quantities of logs and timber coming down the river in the spring which prevented the nets from being set, in consequence of which the first run of fish passed up in safety. The lowness of the water was very unfavourable for fishing up to the 15th August, when netting ceases.

There were very few violations of the law, and the regulations were generally observed by fish men. But some time had not yet elapsed to permissive any beneficial results from the fish ways in Madamshik and Eel Rivers, but as it is well ascertained that both salmon

and alewives have passed through them, we may confidently expect to see these rivers again restocked.

In *York County* the same causes which affected the fishing in Carleton County have been attended by the same results, and a very poor season's fishing was the consequence. There has been none or very little poaching that was formerly so prevalent in this county, the overseer reports no prosecutions, having by personal supervision, assisted by the wardens, prevented any violation of the law. In addition to the fish-way near the mouth of the Nashwaak River, another has been placed in the dam at Stanley near the head waters, so that this once famous river is now clear of obstructions and there is every reason to look for the re-appearance of salmon and alewives in its waters at no distant day.

The upper waters of the South-West Miramichi River, running through York County and the head waters in Carleton County, are still much exposed to the depredations of poachers, who pursue their illegal practices so far from the settlement that it is impossible to detect and convict them. The following extract from Overseer Cameron's Report, gives a fair sample of the difficulties he has to contend with on this worst poached river in the Province: "The late rains have enabled a run of fish to get up to their spawning beds, but it is hard to protect them from the spearer. It is very difficult to catch them; I have to go on horseback most of the time, in consequence of the lowness of the water, and as soon as the spears hear the least noise, they extinguish their light and make for the woods. I got so near two of them the other night that they left their canoe, jumped into the water and got ashore, leaving their canoe, "griddle," and spears, and four speared salmon. I could not take the canoe without assistance; the night was dark, and I was on horseback. The salmon were unfit to eat, being in the act of spawning when speared. All I could do was to take their spears and "griddle" and go home for assistance. When I returned, the canoe was gone, and no trace of the poachers left." Considering the difficulties that beset the guardianship of this once famous angling river, I am strongly of opinion that it would be better protected were it leased to some responsible person, who, in consideration of the exclusive right of angling, would undertake its guardianship. As it is, the Departmental machinery now in operation is inadequate, and the whole river suffers in consequence of the destruction of nearly all the fish that escape the toils in the lower waters, and succeed in reaching their accustomed breeding places.

In *Sanbury and Queen's Counties*, Overseer Hoben reports about an average take of salmon and a somewhat increased catch of shad and alewives. These counties, being lower down the river, were not so much affected by the want of water and fishermen were not so much interfered with by logs and timber descending the streams. The appointment of a warden on Canaan River has given a check to the illegal practices formerly pursued there and there is a good prospect of that river being saved from total destruction as a nursery for fish. A warden is much needed on the Oromocto River to protect the fish that are now again frequenting that river.

The encroachments of American fishing vessels on our best fishing grounds in the Gulf of St. Lawrence, as well as on the coasts and in the bays and harbours of Nova Scotia and New Brunswick have at length received an effectual check from the presence of the vessels forming the Marine Police and the results are very gratifying to all interested in the protection of our fisheries. In the Bay of Fundy, at the present time, the state of things is materially changed. Last winter our coasts and inner bays swarmed with American fishing vessels fitted out with nets and appliances for catching fish, side by side with our own fishermen, and the latter were often crowded out of their own waters. When warned off under the old system they boldly refused to move, unless forced to do so, and this the absence of any suitable means prevented the fishery officers from undertaking. The vast quantity of fish formerly caught by them for the supply of their markets are now caught and supplied by our own fishermen, and many thousands of dollars are being realized from these sales. Not less than \$50,000 have been paid this fall by American fishermen for bait. In the Bay of Chaleur also the encroachments have received an effectual check, as will be seen from the following extract from a recent *Boston prices current*:—"The mackerelling season "is closed, the catch has been small and the business generally unsatisfactory. The hostile

"attitude of the Dominion Government had a tendency to deter many vessels from engaging in the fishery, so that the early fleet in the bay was quite small, and the success of shore fleet later in the season, tended still further to decrease the number of the vessels engaged in the bay fishery, so that our fleet was smaller than for many years. The whole number of vessels reported as having made bay trips this year is but eighty, only three of which made two trips each, and none were allowed to ship mackerel home, whereas last year there were one hundred and ninety-four vessels employed in the bay fishery, twenty-one making two trips and thirty-three shipping their early catch home and re-fitting in Provincial ports." I can only express the hope that this protection of our undoubted rights, so fairly commenced, will be continued, as it will give a great impetus to the fisheries among our own people. Already several merchants in St. John are fitting out vessels for this trade next season, which cannot fail to be largely remunerative not only from the increased catch they may reasonably anticipate, but also from the ready sale they will obtain in markets heretofore supplied by Americans from fish taken in our waters. In Nova Scotia also preparations are being made by the fishermen to extend their enterprises, and there is every reason to expect largely increased returns. Both in Nova Scotia and New Brunswick the expressions of satisfaction at the greatly improved state of things which now prevailed were general and unmistakable.

A general inspection law, by means of which the quality of fish could be guaranteed, is becoming more necessary every year. At present frauds of all kinds are practised; inferior barrels are used, packages are often short of weight, the fish carelessly packed, often with an insufficiency of salt to preserve them. The consequence is that the reputation of our fish, which are equal in quality to any in the world, is injured, and their value depreciated.

The importance of a proper official inspection of fish will be seen from the report in 1866, of the British Commissioners appointed to investigate the subject. In the Appendix to that Report are a number of memorials from leading continental merchants, strongly recommending the continuance of the official brands upon the Scotch herrings, which were considered a guarantee of their quality; the abolition of the Fishery Boards and official brands was deprecated as a great calamity to the fisheries of Scotland and their continuance strongly urged. The importation of Scotch herrings into Norway had increased from 19,000 barrels in 1834 to 147,103 barrels in 1849, and this in competition with Dutch and Norwegian herrings, which, being without official brands, could not command the ready sale secured to Scotch herrings by the well known fact that the brand on the barrels was a sufficient guarantee of their quality.

The enactment of a law with suitable provisions, making it necessary to have every package of fish inspected and branded with its proper quality, would, in a short time, raise the reputation and enhance the value of our fish to such a degree that the demand for them would be largely increased. Until an inspection laws suited to the wants of this important and growing trade is enacted and enforced throughout the Dominion, the products of our fisheries will fail to secure that high reputation to which their superior excellence fully entitles them.

The following report, compiled from letters and statements received from local overseers' has been furnished by Mr. Rogers, the fishery officer for Nova Scotia:—

The Returns of Fish taken in this Province during the present year, shew a very large increase over last year, as well in the quantities taken as in the prices obtained, which cannot but be gratifying to all concerned. From information obtained through the local officers, I am quite satisfied that the results of the year's business, as shewn by these returns, are considerably below the actual take of fish.

Mackerel shows a very large increase over last year, being upwards of 38,000 barrels. There is also an increase in all the other kinds, except herring and shad, which shew a small decline from the previous season. The total increase in value is considerably over 50% in advance of last year. Much of this increase is, in the opinion of the local officers, as well as the fishermen, due to the protection afforded to the fisheries by the officers and vessels in the employ of the Department, and the policy of the Government is fully and heartily endorsed by the people of this Province interested in this branch of industry.

With reference to the inland fisheries I am happy to be able to report most satisfactory progress in almost every respect, as will be fully seen by reference to the reports of the local officers.

The fish-ladder adopted by the Department is working admirably where properly constructed, and over one hundred of them have been put in the various dams in the Province, several of which cost the owners of the dams over \$300, and with the exception of a few rivers where the obstructions are of a very peculiar and difficult nature, the fish have free access to the head waters of most of the rivers of Nova Scotia, and the coasts and bays are again alive with young fish. This has been done without instituting legal proceedings against a single mill-owner, as far as I am informed.

The Overseers and Wardens are generally men of energy and much interested in the duties entrusted to them, and are becoming more useful as they understand their business better.

The rivers visited by migratory fish are not large, but as they number between 150 and 200, large and small, they are of great importance commercially, as well as in the production of food for the deep sea fishes, the search after which attracts them to our shores. Being scattered all around our coast, their protection requires a great amount of watchfulness on the part of the officers, as their smallness gives great facilities to poachers and necessitates much travelling on the part of the fishery officers.

CUMBERLAND Co.—Fish-ladders have been constructed in the mill dams on the Rivers Hebert, Maccan, and Philip, and in the former two fish are passing up freely, but in consequence of some engineering difficulties at the lower dam on River Philip, an effort was made to construct a passage through the mill, but without success, and the owner will have to provide a proper pass through the dam, at a cost of \$200 or more. The shad fisheries of Cumberland Bay have been light this year, the catch being considerably less than in former years. Salmon, on the other hand, have been more than usually abundant and have visited the rivers in considerable numbers.

COLCHESTER Co.—Mr. William Blair, the Overseer of the Southern District of this county, in his report, says:—"I have endeavored, according to my instructions, to have the fish protected during the past year, and have, to a certain extent, succeeded, but have failed in some instances in consequences of not having a sufficient number of wardens, but I trust that difficulty will be remedied in the coming year. Salmon have increased in the last two years very considerably, and I have no hesitation in saying that with machinery in complete order, by having two or three more wardens appointed, and the local regulations well distributed among the fishermen, that the law can be carried out almost to the letter. You will doubtless see by the account of expenses for travelling that I have been compelled to visit Stewiacke oftener than I would have had to do if I had a Warden there. It is a very important river and requires a larger amount of work than any other river in the county. The parties who were punished for a violation of the law were very leniently dealt with, as it was quite evident they were ignorant of the law, but in future such violations will be dealt with more severely."

Mr. Charles Cummings, the officer in charge of the Northern District, says:—"I think there ought to be some restriction placed on our shad fisheries. Fishermen ought not to be allowed to fish with meshes less than $4\frac{1}{2}$ inches, when the nets are new, as they generally shrink every year when oiled, and they will last with care about three years. The salmon in our bays and rivers are increasing and if properly protected for a few years will become very plentiful. There has been a great run of them in Hebert, Folly, and Great Village Rivers, as well as in Economy and Portapique Rivers. I find the Wardens faithful and looking sharply after the rivers, but there are several more needed where there are none at present."

HANTS Co.—The Overseer for the Eastern Division of this county, Mr. Timothy O'Brien, says:—"The Shubenacadie River, for 28 miles from its mouth, is unobstructed, thence to the Grand Lake is fifteen miles, which has been for many years obstructed; with the locks on the Shubenacadie Canal. This year I have succeeded in getting all clear, so that the salmon, bass and alewives can pass up to their spawning grounds. Shad compelled

ascend this river. Salmon have not been so plentiful in this river for over 20 years; a great many have been taken this season, but it is very difficult to come at the quantity. A fish-way has been opened in the dam across the Kenetcook river, which was formerly resorted to vast quantities of alewives, and there is every prospect of their again becoming as plentiful as they were before the dam obstructed their passage. There are a number of brush weirs put on the bay shore every year, between Maitland and Walton, and there has never been any provision made for the fish to escape on the Sabbath till this summer. I caused gates to be put in all of them and have kept them open from Saturday night till Monday morning."

KING'S CO.—Mr. John E. Starr, Overseer of the Coast Fisheries, writes with reference to the shad and other bay fisheries, as follows:—"I am sorry to have to report that the fishery this year has declined still more than last year. In the shad fishery, the abuses of which I complained of last year are slowly but surely leading to their inevitable results, the almost total destruction of that valuable branch of industry and wealth; the drift nets still swarm the mouths of the rivers and the stake nets are as numerous as ever on the shores. I must reiterate my conviction that unless the fishery is taken hold of with a *strong hand* and a complete change made, not only in the mode of fishing, but in the number that shall be allowed to fish, that the day is not far distant when it will cease to be of any material advantage to the country. The herring fishery has also declined even more than the shad and I must again enter my protest against the brush weirs which are so commonly used. The black unsightly pile that the brush makes in the salt water, I conceive frightens away the fish, and if proof of this were wanting it is found in the fact that when brush is discarded and seines used, as many fish are caught in daylight, when a brush weir would not take a single fish, as in the night. As the herrings diminish the large fish also disappear and the catch is very small this season."

The following are the suggestions made by Mr. Starr in his last report:—"As an efficient means of protecting the shad and herring fisheries of Scott's Bay, and the Basin of Minas, I would respectfully beg leave to suggest: First. That such grounds as could be used for stake nets with advantage to the fishing should be sold at auction to the highest bidders, for a term of years, (say five or six), such parties receiving lease of the same upon giving bonds to conform strictly to such regulations as might be made.

"Secondly. Allow no other nets of any kind to be used, making as complete an outlaw of a net prepared for drifting as of a salmon spear, the possession of one being punishable with fine, or at least with confiscation. "Such a law might seem harsh, but I am confident that it would receive the strong support of nine-tenths of the law-abiding population who recognise the necessity of reformation in this matter. It would not bear unjustly on any class of fishermen, as the sale at public auction would give every man an equal chance in the competition."

Mr. Benjamin E. Smith, overseer of river fisheries, reports as follows: "I am happy to announce a most marked increase upon a year so prolific in fish as 1869. At least 200 barrels of shad have been cured, in the mouth of the Gaspereau and adjacent stations. I am informed by Mr. John Bishop, who fishes the mouth of the Cornwallis River, that two seines, employing two boats and twenty shareholders, have taken between 75 and 100 barrels; but many fish being sold uncured, it is impossible to acquire information which is strictly accurate. As to that portion of the fishery which is more immediately under my eye, it is fair to compete the take of gaspereau, below and above the Fuller Bridge as far as the tide serves, at 248 barrels, which I find from personal enquiry and the statement of Warden Buchanan to be the nearest approximation which can be made. Above this at least 250 barrels have been taken and either cured or used in a fresh or partially smoked state. Taking it as a fact, that in this year, when the fish have been unusually fine and large, 300 round, or from 550 to 700 split fish will make a barrel, you can form an estimate of the quantity of gaspereau which visited the rivers of this County, which can be valued at from \$1 per hundred down to 25 cents, according to the earliness of the catch and the distance of the market; smoked fish being about 62½ cents per hundred, and cured they reach from \$4 to \$5 per barrel. Fourteen boats have been employed in

the mouth of the Gaspereau, manned by two or three men each. On visiting the Pass at the lake I was much pleased to see that the up going fish were very numerous, a fact to be accounted for (notwithstanding the large catch), by the heavy freshet of the earlier part of the season. Salmon took the river about the 15th April and though the heavy and dirty water was an annoyance to the angler, to the protector of this king of fish it was indeed a boon, as they got into the lake in vast numbers, while the later runs were very light and through coming late were but little molested, as people were then busy on their land. The numbers of salmon-peal which went down I have never seen equalled during my five year's intimate knowledge of the river, and I am informed by persons upon whose veracity I can implicitly rely, that more old gaspereau went down than young fry ("shiners") in other years. In Cornwallis River and its tributary, the Kentville Brook, smelt were unusually abundant and the usual carnival was held about the 1st of May. Many salmon were seen and but few speared, so I hope that a few years will give the stake nets a valuable chance. I was not able to bring the offenders to justice for want of evidence. The Annapolis River has been visited by an increased number of salmon, which went through the ladder at Gate's Mill in quantities sufficient to gratify any lover of protection. In conclusion I beg highly to commend the services of Wardens MacIntyre, Eagles, and Buchanan. These men do not hesitate to risk injury and annoyance to aid in the cause of conservation, and are compelled to drive great distances in carrying out the law. My own travelling expenses are by their labors much diminished and the hands of justice strengthened. An overseer cannot be omnipresent; and if the law is to be vindicated he must have well paid men, properly authorized, who, otherwise, do not care to incur the spite, injury and opprobrium of those who will yet learn to value services which must redound to the good even of our most lawless opposers."

ANNAPOLIS Co.—Mr. W. T. Carty, fishery overseer, reports as follows with reference to the fisheries of his District: "There has been quite a large increase this year in the fisheries on the Bay of Fundy and north side of Annapolis Basin, and there are no complaints of American fishermen enroaching upon the fishing grounds. I beg to call your attention to the East branch of Bear River, which seems to be quite deserted by salmon; although the freshets have opened every dam and the old mill owned by Walsh Brothers has been destroyed by fire, yet the fish do not make their appearance, they have, however, erected another dam, and in order that the owners should be at all successful in their operations, the fishing interests must, in my opinion, be abandoned. I believe the lumbering business carried on there is of far more importance than the salmon fishery. On the Leguille River there has been a good run of salmon this year, as well as of alewives. It has been vigilantly watched by Warden Hardwicke, who was compelled to take legal steps before some of the poachers would desist; they have not been seen since they incurred costs. Round Hill River is quite a valuable stream for salmon; they make their appearance as soon as the ice is broken up. There is no warden here, and a new mill has just been erected, the dam of which is very high. There will be a fish ladder put in as soon as water abates. Annapolis River is quite unprotected, as there is no warden from Bridgeton to Aylesford, a distance of 20 miles, I have reason to believe it is shamefully poached, but it is difficult to detect the offenders; but as the water has been very high, large numbers of salmon have succeeded in ascending. The freshets have damaged the dams and fishways on the Nictaux River and I have heard of no salmon having ascended that stream yet."

DIGBY Co.—Mr. James H. Morehouse, fishery overseer, reports very encouragingly of his County, as follows:—"I have visited all the stations in this District and am happy to report that increase, with the exception of the shad fisheries at Digby, is largely in excess of last year, although that was much above the average; prices too have been considerably in advance of last year so that our fishermen have been well remunerated for their labour. Still there are many abuses to be corrected. The shad fishery at St. Mary's Bay, which a few years ago was very productive, this year yields only about a hundred barrels. In conversation with persons whose long experience qualifies them to judge, I learned that the cause of this was the destruction of the spring run of fish which enters

the Bay about the 1st of May for the purpose of spawning. Formerly the flats would be covered with the spawn, but now very little is seen. The general opinion is that the taking of shad at this station should be prohibited for a time. I would, therefore, respectfully recommend that an order be made forbidding the building of weirs or the taking of shad in any way at this place, until after the 20th of June in each year. As no other kinds of fish are taken earlier than that date, there can be no reasonable objection made to such an order. Another evil complained of is the throwing of gurry into the sea. As the law requires positive evidence, it is quite impossible to convict those guilty of this practice, and as it is doing immense injury to the inshore as well as the deep-sea fisheries, I may be excused for suggesting that the law relating to this practice be so amended as to compel those accused to shew how their gurry has been disposed of. I regret having to report the complete failure this season of the Digby herring fishery. For several years there has been a gradual falling off, in this once flourishing fishery, caused, no doubt, by the wholesale destruction of the small fish, great quantities of which have been killed in the weirs and used for manure. Last year an unusually large quantity was destroyed, and this year very few, if any, of the kind known as Digby herring, have been taken. I believe, however, by enforcing strict attention to the local regulations, we shall be able to restore this fishery to its former state of productiveness. The haddock fishery at this place, hitherto but little valued, is likely to supply to a very considerable extent the loss in herring. Mr. John Austin, a few years since, introduced the method used in Scotland of curing these fish by which he produces that finely flavored fish known as "Finnan Haddie." This gentleman and several others are now curing these fish in large quantities and judging from the prices obtained the business must be very remunerative. Large quantities, estimated at 100,000 per annum, are also shipped fresh to St. John, N.B., per steamer. I am happy also to report a marked improvement in the river fishery. At Salmon River, where the fishery had been well nigh destroyed, there has been, since the erection of fish-ladders in the mill dams and the careful observance of the regulations, a very great improvement; one person is known to have taken to the value of \$200. Alewives are also returning in considerable quantities, so that in a short time we may reasonably hope to see this river as productive as in former years. As the other rivers in the County have natural obstructions above which the fish cannot pass, we cannot expect very great improvement in them. The mackerel fishery in St. Mary's Bay has not been so productive this season as it was expected to be, owing to a succession of heavy south-west gales which prevailed during the months of September and October. The bay is very shallow and the water consequently rendered muddy, which it is thought drives the fish outside. Still the catch has been a good one. The number of vessels was not as large as last season, as the Americans were not allowed to fish. This protection to our fishermen has given general satisfaction. About one hundred vessels were engaged this season, and as correctly as I could ascertain, the average take would be about 50 barrels for each vessel. This gives us 5,000 barrels, besides those taken in boats at the different stations. Upon the whole, we have cause for thankfulness. I have made no return of smelt or frost fish, not because we place no value upon them, but they are as numerous as the sand on the shore. Trout are also very abundant in this County, and of a very fine quality."

YARMOUTH Co.—Mr. T. B. Crosby, fishery overseer, reports as follows:—"There has been quite an increase in the catch of fish this year, as shewn by my returns, a part of which may be accounted for by the fact that I found the fishermen generally more willing than last year to give a fair account of what they took. You will also note that the Alewives on Tusket River have been taken in a different District. Formerly, they were mostly all taken in weirs in tidal waters, but under the improved regulations I have been able to keep the river clear of these destroyers, and the fish have got back into the country. The catch reported this year exceeds that of last year by about 600 barrels; and I look for a large increase next year, as they now have a clear run from the mouth of the river to the head lakes. On the branches the mill-dams are all supplied with ladders, and our people have generally given me all the assistance asked for in trying to get the fish up the rivers. I have

visited all the locations several times during the year and in no case have I had a hard word with any mill owner or fisherman; all seem pleased with the prospect of having our rivers restocked and the fisheries protected. There has been a ladder built in the dam across the Checoggin River, which works well as quantities of fish were seen going up and large numbers of young fish returned to the sea this fall. Our regulations are not perfect; there are a few alterations which I find will be necessary. We need two days' close time, besides Sunday, as our river is so long, and the falls are so much fished that it is difficult for a body of fish to get up to the head waters, the bulk of them being taken in the first six miles above tidal waters."

SHELburne Co.—Mr. W. McMuir, fishery overseer, writes as follows.—"There are thirteen rivers and brooks in this county visited by migratory fish for the purpose of spawning. Fish ladders have been provided in all the mill dams and fish are visiting the head waters again; but more wardens are needed, which I hope will soon be provided. Some people complain of the trap seines licensed by the Department to take fish on the coast, but I do not think they do any injury. The increase in the catch of fish this year is quite large, as my returns will show, which is attributed to the protection afforded by the vessels and officers in the service of the Government. Great numbers of young fish came down the river this season, and I look for a large increase in the take of migratory fish in a few years."

QUEEN'S Co.—Mr. Sellen, fishery overseer, writes—"The catch of herring and mackerel is quite small this season, but the salmon fishing has been larger than for many years at Port Medway and were shipped to the States fresh, packed in ice. On the Liverpool River the catch was small. In May, very large quantities of young salmon were in our harbour for about 14 days and went to sea. In July very many grilse came into our harbour, and report says the same of Port Medway, but from the size of the harbour and the depth of water I cannot speak of the young salmon going to sea, or the grilse going up stream, with the same personal knowledge as of this river. Salmon have been seen this summer in several lakes connected with the Liverpool and Port Medway Rivers, 40 to 50 miles from salt water. In September very many salmon were in the still waters of Pawnhook Lake, so called, waiting for an increase of water to get up to the spawning grounds. They have also been seen this summer in the lakes connecting with this river, and 40 to 50 miles from the harbour. Several gentlemen report having seen salmon in Western Brook, the outlet from several lakes known to be formerly frequented by salmon, and this confirms my report of last year that young salmon were seen in that brook. To prevent the destruction of the mother fish, while they remain in the shallow water up the river, and on the spawning grounds, wardens on the Pleasant and Westfield Rivers are much needed. Alewives have increased largely and we saw numbers go up the river, and great numbers of small ones come down. They are our most valuable fish for food, and for bait for deep-sea fishing. The herring fishery along the coast did not realize our expectations; still there is a large increase of fish taken this season."

LUNENBURGH Co.—Mr. H. S. Jost, fishery overseer of the Western District, says:—"This District comprises about three-fifths of the coast line of the county and the yield of its fisheries amounts to \$289,273.00, exclusive of the consumption by the inhabitants. The increase over last year in this District is \$102,806, or nearly 60 per cent. This increase appears in all the items except herring, in which there has been a falling off from last year of about 3,000 barrels. Cod-fishing has been good, that by vessels fishing at Labrador particularly so; the time engaged being the shortest on record, and all the vessels returning safe, and with full fares. As respects the rivers, there is not a great deal to be said. With reference to the mill dams on the Lahave River above the tide, those of Mr. Davidson and others, there is still much talk. That salmon and alewives have gone through, there seems but little doubt; but the fact of none being taken up the river at the haunts where formerly they were caught, would seem to favour the opinion of those who assert that the fish *cannot get up*. Mr. Davidson professed his readiness to make the alterations required by the Inspector and to do anything ordered by a proper officer, and says he is as desirous as any one that the fish should pass. I will be particular in my endea-

vours to carry out the regulations tending to prevent the disturbance of the fish when under the dam and fishway. Salmon have been plentiful this year on the lower part of the Labare River, from the mouth of the river upwards, about four or five miles, and also outside around the coasts. They were mostly purchased for shipment to the United States."

Mr. Daniel Dimock, fishery overseer for the Eastern Division, reports:—"You will discover a large increase when compared with last season. The herring fishery has not proved so successful as in former years. Still the failure of the herring is more than made up by the increase in mackerel and cod,—I mean in a commercial point of view. Our herring are chiefly used for home consumption and other fish for exportation. Our fishermen are anticipating a run of herring in the winter which answers for exportation. We have no fishing stations here, known as such, but all along our coast there are men ready to take fish at any and every place where they happen to strike in, so the numbers of men returned as fishermen are only partially so; the great part work their farms and fish only when there is no farm work to do. The Island of Jancook, about seven miles from Chester, appears to be as well calculated for prosecuting the fisheries as any place along the coast. There are about ninety men engaged in the fisheries, who reside on the island; the most of them have small farms, on which, with female help, they manage to raise a supply of vegetables, &c. The great inconvenience they have to contend with is the want of a harbor and the last heavy gale destroyed a number of their boats and nets to the value of hundreds of dollars. If the Government would construct a place of refuge for their boats, it would facilitate the fishing business very much. It is so admirably situated for the prosecution of the fisheries that numbers more would frequent the island for the purpose of fishing if there was a harbor. It is impossible for me to give a correct account of the salmon taken, as so many are used for home consumption. I have only given a statement of those exported; they have, however, been more numerous than for some years past."

HALIFAX CO.—Mr. John Fitzgerald, fishery overseer for the Western District, says:—"About the middle of April last I began to visit the different portions of my District. In Margaret's Bay I found all the rivers open. Hubbard's River is about ten miles long; Ingram's River is about twenty miles in length; Indian River about thirty miles; North-East River is quite short, about five miles; and Hoosier's River, about eight miles long. From Hubbard's River to Hoosier's is twenty miles and one warden cannot attend with success to his duties, over such an extent. If another warden was appointed for Margaret's Bay it would be of great advantage."

Between Peggy's Cove and Pennant Harbor there are Blind Bay and River, and Nine Mile River, each about ten miles in length, and Prospect, Tennant and Pennant Rivers, all of some length, but shorter than the other two. Salmon and alewives frequent all these rivers. The warden, Mr. Kidson, is very attentive, and looks after them very well. Herring Cove and Ketch Harbor Rivers are each about five miles long and are frequented by alewives and trout. Sackville River, one of the finest in my District, is about 15 miles in length, and extends into Hant's County. There are mill-dam obstructions on it and I have not yet succeeded in having proper fishways put in, as the owners refuse to comply with the law. With regard to the shore fisheries, the distance from Lunenburg Co. line, following the shore to Halifax, is about eighty miles. The catch of both salmon and mackerel along the shore of this District was good and exceeds that of any other season for several years back. There is a great deal of disputing and much trouble on account of a few parties holding a number of salmon berths (stations) in the coves and harbors of my District, thus preventing others from having a share in these fisheries. This matter ought to be arranged by the Department, and an end put to such an unfair monopoly."

Mr. Ezekiel Sibley, the fishery overseer for the Eastern District, reports:—"I have visited all the rivers in my division for the last time this year. The river at Cow Bay, which was formerly obstructed by eel pots and traps of different kinds, I have had completely cleared and now fish can pass without any hindrance. Lawrencetown River, at

Salmon Hole, was obstructed by a mill-dam, owned by a mining company, so that no fish could get through. I have had a good and sufficient fishway put in, so fish can pass freely. The river at Chezzetcook has been cleared of all nets and traps and a sufficient pass has been made round the mill-dam, owned by John H. Anderson, Esq., so that alewives have passed up in abundance. The obstructions at the mouth of Musquodobit have all been removed and large numbers of salmon have gone up the river this fall. A sufficient way has been made at T. Stephen's mill-dam Musquodobit Harbor, so that alewives pass up freely. At Ship Harbor Mills there has been a large and expensive wooden fish-ladder put in the dam this summer, costing the owners about \$300, and I have no doubt it will answer the purpose extremely well. Smelts have already ascended it. The river at East Sheet Harbor, up which no fish have passed since the mill was erected, has been opened by a complete fishway, blown through the solid rock, so that fish have ascended without any difficulty. This fishway has cost the owners upwards of \$300. At the mill, five miles up the Moses River, a sufficient pass has been put in, and the dam on Ecum Secum, built this season, has been provided with a good fish-ladder. The rivers on the eastern shore throughout are in a much better condition than for many years past. I consider all the rivers, up which fish require to ascend for the purpose of spawning, completely clear. The catch of herring has been much less this fall than for years past." I must again call attention to the absolute necessity of providing more wardens for this county, the rivers and streams in which are numerous and important, and the present number of wardens is altogether insufficient for their proper protection.

PICTOU Co.—Mr. Thos. Graham, fishery overseer for the Western District, reports as follows:—"I have not had any violations of the fishery laws to report; on all our rivers, as a general thing the people are inclined to respect the laws, but I have no doubt some fish have been unlawfully taken by Indians and others, especially on those rivers where one warden has 20 to 30 miles to watch. On the East River, this season, there have been very few salmon caught, as there have been only about 25 nets in the river, and owing to heavy rains the salmon passed up, so that there were only about 200 fish taken, which were all sold fresh. On the other rivers in the county but few salmon were taken, but a good many ascended when the water was high. The herring fishery was a failure this year, and probably not over 100 barrels were taken. A number of fish ladders have been constructed, and some old mill-dams have been taken away, so that in a few years I hope to see considerable improvements in our river fisheries. There is little or no coast fishing in my District, but large numbers of salmon have been taken on the Gulf shore off Merigomish, in Mr. Murray's District."

Mr. Walter Murray, fishery overseer for the Eastern District, reports a marked improvement this year in the conduct of parties who formerly were in the habit of illegally spearing salmon in the rivers of that county, and it is a rare thing now to see a torch lighted at night on any of the rivers; and this result may be attributed to the vigilance of the fishery officers and wardens in carrying out the provisions of the Act. He adds:—"Though I cannot report a total cessation of the practice, as there are still some who continue to spear salmon in defiance of the officers, it is difficult, if not impossible, to detect them, as they are so completely disguised that it is impossible to recognize or identify them. But though the law cannot in every case be enforced to the letter, the good results of what has been done, may be seen in the increase of salmon in our rivers. There is also a large increase in the number caught this year on the coast, as may be seen by referring to the returns. Mackerel have been more plentiful this year on our coast than for a number of years past and it is supposed that the cause of the increase is owing to the protection of our fisheries in excluding American and others from our fishing grounds, by a strict enforcement of our laws."

Mr. James A. Tory, Fishery Overseer, says: "There are twenty rivers and streams in this county, varying in extent from 10 to 100 miles in length, all of which are visited by migratory fish. There is a great improvement in the fisheries and a satisfactory proof of the protection of the rivers in the quantity of fish, especially of salmon, seen ascending them and also in the young salmon which now abound in them."

RICHMOND Co.—Mr. J. H. Ballam, Fishery Overseer for the Western District, writes as follows:—"Since my last report I have much pleasure in informing you that a considerable change for the better has taken place in the river fisheries in my part of the county. Many persons who were in the habit of completely stopping the rivers and streams and who considered that all the fish in the rivers opposite their lands were their private property, have now become cognizant of the law, and after consideration find that the act was made for their benefit. The fact of having imposed fines and in some instances imprisonment on a few of the depredators, has had an extremely beneficial effect. Some years since Shaw's Lake, on this island, was the regular resort of alewives for the purpose of spawning. During the last ten years few, if any, have been seen passing up the brook until this spring. Owing to Wood's stream having been kept clear, they have been seen on the shoals in the lake in abundance. In fact the prospects for restocking the rivers of this county with fish looks cheerful. The shore fishery generally has not been so productive as last year, although a large quantity of mackerel and codfish has been taken. It is almost impossible to give a correct return of all the fish taken in this county, as a number of traders from Halifax, Guysborough, Canso and other places are continually about the harbors and coasts collecting all kinds of fish during the fishing season."

Mr. Duncan Cameron, Fishery Overseer for the Eastern District, reports as follows: "I am happy to be able to inform you that my fishery returns shew the increase in quantity and value of the different kinds of fish (alewives excepted) taken on our shores over those of last year to be something over fourteen thousand dollars. As regards the inland fisheries in this district, I beg leave to remark that everything relative to the protection of the fish has been attended to. A comparison of the number of barrels of alewives taken this year as against that of the past, shows a deficit of over 200 barrels. I regret very much that a warden was not appointed for River Tier. I feel satisfied that the appointment of a warden would benefit this river to a great extent. It is resorted to by salmon, trout, and alewives."

CAPE BRETON Co.—Mr. Francis Quinan, Fishery Overseer, says: "The coast fisheries have not, I am sorry to say, been generally so productive as in other years and have been prosecuted with more than usual difficulty and loss of gear. From this remark, however, I must except the salmon fishery, this noble fish having frequented the shores in as great abundance as last year. Haddock shews an average, codfish somewhat less, but the loss in quantity is compensated by the great increase in price which it brought in our markets. On parts of the coast mackerel and herring struck in well, in other places they were scarce. I am glad to be able to report, on the part of the population, a better understanding of the law, its aims and probable results to all concerned, and a disposition to abide by its provisions. Very few cases of infringement have come under my notice, and of these the most were unimportant in their nature. The salmon rivers were very much frequented this season by that fish, which, thanks to the wardens and the improved views above referred to, escaped molestation. Alewives were not so plentiful as in former years. Fish ladders have been constructed on the salmon breeding rivers where they were required. There are still some complaints on the part of our fishermen of vessels throwing over the accumulated offal of their catch; it is, no doubt, an abuse, but time and proper remonstrance will, I feel certain, gradually put an end to it. The year's fishing, on the whole, has been an average one, while in my communication with the fishing population I find much more readiness to give me a correct statement of their catch and also much more cheerfulness in complying with such regulations for the better preservation of the fisheries as are made from time to time. I am thus led to believe that the efforts of the river wardens and myself are producing effects which will be still more apparent in future."

VICTORIA Co.—Mr. Donald McRae, Fishery Overseer, reports as follows: "The Sessions for this county never having made any regulations, nor had any wardens appointed to protect the rivers under the old laws, makes the duty of enforcing the present law much more difficult, as it is not easy to prevent Indians and others from following up habits to which they consider that long and unprohibited practice had given them a perpetual right. This

county is one hundred and ten miles in length, from Little Narrows to Cape St. Lawrence, and the principal brooks and rivers are frequented by salmon and trout. The coast fisheries were prosecuted the past year with very profitable results to all engaged in the business in this county and the returns shew an increase over those of last year."

INVERNESS Co.—Mr. M. A. Ross, Fishery Overseer for the Eastern District, reports as follows: "I will briefly state that my district extends from Broad Cove to Cape St. Lawrence, an extent of coast of about eighty miles, besides the rivers which run many miles into the interior, and having visited each fishing station several times, I am pretty well informed as to the catch of fish, as well as to the respect shewn to the law and its officers. At some of the stations they complain that the catch of codfish is under the usual average, but I may safely say that those employed in the trade were well remunerated. The mackerel fishing has been very successful this season, which I attribute to the protection of our shores by the Dominion vessels, and those who are engaged in this fishery are well satisfied. I find the people are willing to obey the law and disputes are easily settled without incurring much expense. The river fisheries have proved very successful this year, but the number of salmon actually taken is difficult to ascertain. As the water was very high in the rivers this fall, the salmon found no trouble in ascending our rivers to the spawning grounds. The alewives fishery has been very successful this season. They were mostly caught in the south-west branch of Margaree River, which rises 30 miles from the harbor, and about 350 weirs on this river have taken a great deal of my time to look after, from the want of efficient wardens."

Mr. William Grant, Fishery Overseer for the Western District, says: "In reference to river fisheries, only two charges for spearing salmon were reported to me, and I have heard of only one torch light being seen, the whole season. I have heard of no salmon nets being illegally set, although the rivers formerly were much abused. The people generally are pretty well convinced that stringent means will be used for the protection of the fisheries."

I think it would be good policy to prohibit entirely the taking of salmon in any of the rivers of this Province, in either salt or fresh water, after the 1st September. As the Nova Scotia law now stands, salmon can be taken in salt water until the 20th October, which renders it difficult to detect poachers, as all salmon seen in their possession *are said to be caught in salt water*, and besides, the fish taken in salt water, in our small rivers, are on their way up for the purpose of spawning. This change in the law would make it comparatively easy to protect the rivers.

I would also respectfully suggest that brush weirs be prohibited in the herring fishery in the Digby and Annapolis Basins, as unless this is done, this fishery never will be restored. Two years ago, I saw a man spreading five barrels of young herrings over a field for manure, which he had taken out of his weirs that morning, the produce of one tide. I presume no fishery could long endure such a drain as hundreds of such weirs would make upon it year after year.

The prices at which the principal items in the returns are put might be considerably increased, as prices have ruled high in the Province during the whole summer. It will be observed that there is a large increase in all the items except herring and shad, which show a small decrease. I am quite sure that the whole, though large, is still considerably below the real quantities taken. Very few of the fish consumed in the Province are included, which would amount to a large sum.

The business of curing lobsters and other fish is only in its infancy in this Province, and will largely increase year by year, as also the packing and shipping of fresh salmon in ice.

The increase in the take of mackerel is very gratifying and shews, in a most practical manner, the wisdom of protecting our fisheries, as most of the increase is attributed by fishermen to the policy carried out this summer by the Dominion Government.

It will be observed by the reports of the overseers in the foregoing pages, that great

progress has been made in clearing our rivers of obstructions, and getting the fish up to their spawning grounds more real work has been done than I expected could be accomplished in three or four years, the good effects of which cannot but be of great advantage to the fisheries of the Province."

W. H. VENNING.

Inspector of Fisheries for Nova Scotia and New Brunswick.

APPEN

RETURN of the number of Men and Nets employed in the Fisheries, in the
and value of

COUNTIES.	Number of Men.	Nets (fathoms).	Salmon (brls.)	Salmon, fresh (lbs.)	Salmon (cans.)	Mackerel (brls.)	Herring (brls.)	Herring, smoked (boxes.)	Herring, smoked (brls.)	Alewives (brls.)
Restigouche	69	7,718	902½	.....	250,000	250	9,500	.....	.....	.....
Gloucester	794	18,490	35	52,800	33,597	1,154	20,000	.....	.....	1,660
Northumberland	315	27,010	1,269	3,970	155,929	120	9,798	.....	.....	600
Kent and Westmoreland ..	34	14,000	.....	.....	25,000	1,500	15,000	.....	.....	1,316
Albert	246	40,244	.....	.....	.....	.....	.....	.....	.....	6,300
St. John	127	No returns.	.....	535,000	.....	.....	.....	.....	.....	15,000
Charlotte	670	No returns.	.....	1,600	.....	258	38,551	60,200	1,600	.....
Total	2,255	107,462	2,206½	593,370	464,517	3,282	92,849	60,200	1,600	24,876

Owing to the sudden death of the local overseer in the midst of the fishing season, no detailed returns of stated to be 375, and the total yield and value of fish caught estimated at \$102,351.

N.B.—In the Counties of Victoria, Carleton, York, Queen's, King's, and Sunbury, the only fishin

DEPARTMENT OF MARINE AND FISHERIES,

Fisheries Branch, Ottawa, 1870.

(Certified), W. F. WHITCHER,

DIX N.

Province of New Brunswick, during the year 1870, together with *the yield* Fish caught.

Cod Fish, cwt (dry.)	Codfish, pickled (brls.)	Shad (brls.)	Lobsters (cans.)	Haddock (No. of fish.)	Haddock (brls.)	Pollock (cwt.)	Bass (lbs.)	Hake (brls.)	Pollock (brls.)	Oysters (bushels.)	Mixed Fish (lbs.)	Oil (gallons.)	Pumice (tons.)	VALUE.
350														\$ cts. 105,596 00
10,165										23,000				215,082 50
970	40	1,500				20,175					672,000			124,211 50
4,650			25,000							19,000	448,000			240,960 00
		3,783												55,345 00
		1,500												115,350 00
854	2,300		12,000	24,000	420	500		330	120			1,500	970	172,538 80
16,989	2,340	5,283	38,500	24,000	420	500	20,175	330	120	42,000	1120,000	1,500	970	1,029,083 80

the fishing at Grand Manan Island could be obtained ; but the number of men engaged in fishing is reliably pursued is for local consumption ; none are exported, and no returns of the catch could be obtained.

P. MITCHELL,

Minister of Marine and Fisheries.

APPENDIX

RETURN of the Number of Men, Nets, and Seines employed in the Fisheries in the
of Fish

LOCALITY.	KINDS OF								
Counties.	Number of Men.	Nets and Seines.	Salmon—brls.	Salmon in Cans—No.	Salmon in Ice—lbs.	Salmon, smoked—No	Mackerel—brls.	Herring—brls.	Herring, smoked— boxes.
Cumberland	140	120	25		2,525	250		1,235	
Colchester	262	135	119					20	
Hants	150	350	42						
Kings	275	275	137						
Annapolis	263	170	43					2,800	6,500
Digby	1,468	610	10		4,200		4,361	4,392	
Yarmouth	1,360	579	32		6,290		734	3,530	5,040
Shelburne	1,672	7,680	25				14,906	1,671	1,640
Queens	597	430	350	36,030			19,875		
Lunenburg	1,683	1,250	75		44,820		2,615	5,238	
Halifax	2,404	10,732	297		31,420	300	9,584	8,869	
Pictou	130	75	605		226,750		14,250	17,499	
Antigonish	650	750	356	75,000			64	462	
Guysborough	2,750	7,560	895				3,950	3,127	
Richmond	2,139	5,348	187				15,460	25,540	
Cape Breton	1,382	5,539	459				9,322	12,359	
Victoria	660	720	324				1,612	6,983	
Inverness	1,810	1,154	586				2,660	1,490	
							5,736	8,302	
Total	19,795	43,477	4,567	111,000	316,005	550	85,254	123,392	13,180

O.

Province of Nova Scotia, during the year 1870, together with the yield and value caught

FISH.									Oil—gals.	Total value of Fish and Oil.
Alewives—brls.	Eels—brls.	Trout—brls.	Halibut—brls.	Codfish—cwt.	Scatefish—cwts.	Shad—brls.	Smelt—brls.	Lobsters—cans.		
										\$
375				230		550				13,120 62
180						1,941				19,964 00
150						1,851				17,814 00
375				892		1,845			650	40,131 00
				3,900	2,167	10				42,462 50
250	85		159	14,741	17,303				15,896	203,778 95
2,728	400	10	35	58,326		15	120		22,650	289,719 25
149				46,082	5,706	2		60,000	25,366	495,520 70
	10		355	19,264				52,000	26,500	172,391 50
420				58,276	1,502			196,000	56,885	465,234 75
760	30	22	350	49,994	17,300		550	245,000	48,980	612,986 25
	15			194			150			13,235 50
				3,473	1,520				2,560	97,730 25
1,450	165	65	330	47,280	8,540				23,450	551,382 50
425	325	5		41,530	15,555				29,874	412,620 80
534	30		305	17,687	19,420				13,950	207,517 25
				16,360	3,500				12,500	130,145 00
6,570				21,580					18,065	233,669 25
14,366	1,060	102	1,534	399,809	92,513	6,214	820	553,000	297,326	\$4,019,424 07

RECAPITULATION.

Quantity and Yield.	Amount.	Remarks.
	\$ cts.	
4,567 barrels Salmon at \$15 00 per brl.	68,505 00	
111,000 cans do 0 15 „ can.	16,650 00	
316,005 lbs. do (in ice) 0 12½ „ lb...	39,500 62	
550 Smoked Salmon..... 1 00 each...	550 00	
85,254 barrels Mackerel 12 00 per brl.	1,023,048 00	
123,392 do Herring 4 00 do ..	493,568 00	
13,180 boxes Smoked do..... 0 75 per box	9,885 00	
14,366 barrels Alewives 3 50 „ brl.	50,281 00	
1,060 do Eels..... 8 00 do ..	8,480 00	
102 do Trout 8 00 do ..	816 00	
1,534 do Halibut 6 00 do ..	9,204 00	
399,809 quintals Cod..... 4 25 per qntl	1,699,188 25	
92,513 do Scalegfish..... 3 50 do ..	323,795 50	
6,214 barrels Shad..... 9 00 per brl.	55,926 00	
820 do Smelt..... 4 00 do ..	3,280 00	
553,000 cans Lobsters..... 0 15 per can.	82,950 00	
297,326 gallons Oil 0 45 per gal.	133,796 70	
Total.....	\$4,019,424 07	

The prices upon which these Returns are based, are rather below the average obtained in our own market.

In order to get at the real value of this branch of trade to the country, the prices obtained by the exporter in foreign markets, less the expense of exportation, should be adopted, in which case the value of the fish would be very much greater. The increase in the catch of Mackerel over last year amounts to 38,679 barrels, the value of which would be nearly half a million of dollars.

DEPARTMENT OF MARINE AND FISHERIES,
Fisheries Branch, Ottawa, 1870.

(Certified) W. F. WHITCHER.

P. MITCHELL,
Minister of Marine and Fisheries.

APPENDIX P.

GOVERNMENT S. S. "LADY HEAD,"

HALIFAX, N.S., 15 November, 1870.

SIR,—It having been decided by the Governor-General in Council to commission a small force of cruisers for the "protection of the fisheries," to be styled the "Marine Police," you were pleased, in January last, to direct me to proceed to Ottawa to receive your instructions relative to the same, it being your intention to place those employed on the coast of the Lower Provinces under my command. Having received your instructions, I returned to Halifax on the 16th of February to prepare the "Druid," which vessel I then commanded, for a trip to Sable Island.

On the 23rd, as soon as the ship could be got ready we proceeded to sea, anchoring in Jedore that night. Southerly gales prevailing, we did not leave this until the 25th and then only reached Beaver Harbor, and on the 26th September left that place for Sable Island, but were obliged to return at midnight.

On the 1st of March proceeded to sea, and reached the Island at 8 a.m. next morning. One object of my visit was to enquire if the superintendent knew anything of the missing Royal Mail Steamer "City of Boston;" it was with much regret that we learned nothing concerning her. The barque "M. and E. Robins," of Yarmouth, N.S., having been wrecked on the south side of the Island a few days before, we received the captain, second mate and six seamen on board for passage to Halifax.

Leaving the Island at 10 a.m., we proceeded on our course to Halifax, which we reached at 1 p.m. on the 3rd.

The month of March was spent in inspecting and reporting upon the various schooners that were offered for the Government service; having occasion to go as far east as the Straits of Canso and west to La Have River and also to St. John, N.B., to inspect the two schooners offered in that port.

On the 2nd of April, you were pleased to inform me that you had accepted the tenders for the following schooners:—

The "England," at Miramichi;

"Water Lily" and "Ella G. McLean," St. John, N. B.;

"Ida E." and "Sweepstake," Nova Scotia.

On the 23rd of April we left once more for Sable Island, where we arrived on the morning of the 24th and after a stay of a few hours, returned to Halifax.

No wrecks having occurred, we arrived at Halifax at noon on the 25th. On the 30th the United States S. S. "Frolic" arrived on her way to the fishing grounds for the protection of American interests. I called upon the commander. On the 3rd of May, the "Frolic" left for Charlottetown.

Vice-Admiral Wellesley, C.B., arrived in Halifax on the 19th of May, and agreeably to your instructions I waited upon him and arranged the stations for the "Marine Police."

It having been arranged that the "Druid" should be exchanged for the "Lady Head," upon the Quebec Station, she being sent to Halifax, we shifted over to that ship on the 23rd. "The Water Lily," Commander Ewen, R.N.R., and the "Ella G. McLean," Commander Betts, R.N.R., arrived from St. John, N.B., to receive their armament, clothing, and necessary stores. On the 6th inst., Commander Story (late a Lieutenant R.N.), arrived in Halifax, having brought the "England" to Picton. On the 11th the small arms having arrived from Montreal, they were issued to the schooners. On the 14th, after giving each officer his sailing orders, the following vessels proceeded to their stations:—The "Water Lily," to *Bay of Fundy*; "Ella G. McLean," from *Gaspé* to *Shediac*; "Ida E.," east coast of *Cape Breton*.

On the 16th June, the "Sweepstake," in charge of her first officer, proceeded to her station on the west coast of Cape Breton, including the Straits of Canso. In the afternoon of that day we left Halifax in the "Lady Head" for Sable Island, arriving there on the 17th, at 5 in the evening.

On the 18th, at 4 a.m., proceeded to the east end station and embarked the crew of the brig "Alecto," recently wrecked there, and proceeded to the Straits of Canso, anchoring off Eddy Point at ten that night. On the 19th June, observing nineteen sails of American schooners in different parts of the Straits, I caused them all to be boarded and informed them that they should proceed to sea in 24 hours after providing themselves with "wood and water" and repairs, "under the Treaty." On the morning of the 20th, observing that all had departed, with the exception of the schooners "Wildfire," of Gloucester, U.S., and the "S. S. Day" of the same place, I boarded them and informed their masters that they were liable to the penalty of £200 each for any infraction of the *Act 59, Geo. III., Cap. 38, section 4*; but at the intercession of Jonathan Hartley, Esq. J.P., I permitted these vessels to proceed to sea, provided no time was lost in so doing. We then left for Pictou, where we found the Government schooners "England," and the "Ella G. McLean."

On the 23rd, the schooners proceeded to sea, the "England" taking her station from Gaspe to Shediac, including the Bay of Chaleurs.

On the 25th inst., we left for Shediac, arriving there on the morning of the 26th. I then proceeded by rail to St. John on official duty and returned to Shediac on the 28th. On the 29th left for Port Hood, where we arrived in the evening. I had expected to meet the "Sweepstake" here, having ordered her to this port. On the morning of the 30th, the "Sweepstake" arrived, and upon enquiry I learned that instead of proceeding to Port Hood she had gone to the Straits of Canso. There being insufficient reason for this disobedience of orders, I dismissed the officer in temporary command, from Her Majesty's service, reporting the same to Ottawa for your information.

On the morning of the 1st of July we left for Pictou. I then proceeded by the afternoon train to Halifax, upon duty. Commander Wilson, in the United States steamship "Frolic," arrived in Pictou for the purpose of consulting me regarding the construction the Canadian Government put upon the Convention of 1818, which I did not learn until my return to the ship on the 4th instant.

On the 5th, I returned that officer's call.

It will be observed that the action taken by ourselves on the 19th ult., and also the recent capture of the "Wompatuck," on the 27th ult., in Aspey Bay, C.B., by Commander Tory of the "Ida E.," having been discussed in Washington, he doubtless had instructions to meet me for consultation.

I was glad of that opportunity of explaining my instructions and I have much pleasure in stating that our intercourse with the officers entrusted with the charge of American interests was at all times most friendly.

On the 7th we left the Straits of Canso with the "Sweepstake" in tow and boarded and warned several American schooners.

On the 9th, it then blowing hard from the westward, I was solicited by the Commander of the barque "Yumuri" to go to her assistance she having brought up in a very dangerous position; went to her assistance and towed her out into the offing.

On the 10th, having boarded several American schooners in Pirate Cove, who were abusing the privileges afforded them by the Convention of 1818, I warned them to leave instantly, when Mr. Jonathan Hartley, J.P., interfered with the officers who were reading the act to them. I took occasion to caution that gentleman that in the event of his repeating this conduct, I would proceed against him according to law.

On the 12th we left the Straits at 4 a.m., standing to the northward and examining the coast; spoke Her Majesty's ship "Royalist" in Ingonish; in the afternoon anchored in Sydney at 5 p.m.

On the 13th filled up coal in Cow Bay, C. B. On the 14th, fog prevailing to the southward, proceeded to the northward and rounded Cape North.

On the 15th at noon, communicated with the schooner "Sweepstake" in Port Mulgrave,

then ran for Pictou, where we arrived at 9 p.m. On the 18th having embarked Mr. W. Smith, Deputy of the Minister of Marine and Fisheries, we left at 4 a.m. for the Straits of Canso, anchoring in Arichat in the evening.

On the 19th proceeded to White Head to make enquiry concerning some infractions of the law said to have been committed in that port by American fishermen. The above proving incorrect we proceeded to sea at 6 o'clock, on our way to Sable Island, where we arrived on the morning of the 20th. The Deputy Minister landed to inspect the same. On the 21st fog setting in, embarked the Deputy Minister at 4 p.m. and stood for Scattarie.

On the morning of the 22nd anchored on the north side of Scattarie for an hour, then proceeded to Cow Bay for coal.

On the 23rd at daybreak, left for St. Paul's Island, reaching it at noon. Mr. Smith landed to inspect the Island. Left again at 6 for Charlottetown, P. E. I., arriving there at 4 p.m. on the 24th and waited upon Sir John A. Macdonald.

On the 25th at noon, proceeded to Amet Island, and then to Pictou, where we anchored at 9 p.m.

On the 26th the Deputy Minister left by steamer for Quebec.

On the 28th at 4 a.m. we proceeded to Port Hood and then to Port Hawkesbury, anchoring there in the evening.

On the 30th observed a screw corvette under American colors (which proved to be the "Neipsie") passing through the Straits to the northward. Noon, left for Pictou, anchoring there at 9 in the evening.

August 2nd.—Having received information that certain irregularities had been committed by Commander Ewen and others of the crew of the Government schooner "Water Lily" in St. John, I proceeded to that City, *via* Halifax, to investigate the same. The charges not being substantiated, I returned to Pictou on the 9th and placed the ship on the marine railway.

On the 13th came off the slip, and, after coaling, proceeded to the Straits of Canso. At noon on the 14th, having heard of still further misconduct on the part of the Commr. of the "Water Lily," I left for Shediac, arriving there at 10 a.m. and took the train for St. John. The investigation resulted in the suspension of her commander and paying off the crew. This vessel, as you are aware, was not recommissioned until the 21st September, by A. Betts, Esq.

On the 19th I returned to Shediac and proceeded to Hillsborough Bay, Prince Edward Island. On the 20th ran into the harbour and called upon Sir John A. Macdonald.

On the 21st at 6 a.m., proceeded to sea. Anchoring in Port Hood at 4 p.m., communicated with the "Sweepstake," and Commander Wilson of the "Frolic." On the 22nd at 4 a.m., proceeded to Pictou for letters. On the 24th left for Halifax on duty, and returned on the 27th. On September 1st, at 5 a.m., left Pictou for Port Hood to look for the "Sweepstake;" at 2 p.m., anchored at Port Hawkesbury, and took "Sweepstake" in tow; at 7, cast her off when off Henry Island, directing her commander to proceed to the northward, following the fishing fleet wherever they went; this resulted in the capture of the "A. H. Wonson" of Gloucester, fishing inside the Sea Wolf Island. On the 2nd September, went into Pictou and filled up coal, then left for Charlottetown, arriving there at 4 p.m. At 4 p.m. on the 3rd, you arrived in the Canadian Government steamship "Napoleon III." On the 4th, blowing a heavy gale of wind from south-east southerly round to the north west, got the steam up to ease the anchors. On the 5th, at 4 a.m., you having embarked during the night, we proceeded to Miramichi; at 5 p.m. the pilot came on board, communicated with the Government schooner "England," and at 9 anchored off Newcastle. On the 7th proceeded down the river and anchored off Portage Island, a heavy sea running outside. On the 8th, at 6 a.m., proceeded to sea, running through the Bonaventure Channel; anchoring off Gaspe at 7 p.m., communicated with the Government schooner "Stella Maria." On the 9th weighed at 8 a.m., ran into the basin, then proceeded to sea, passed through the Bonaventure channel and anchored off Ship-began at sunset.

On the 10th at 6 a.m., ran for Paspébiac and Port Daniel and at noon left for Northumberland Straits, anchoring in Egmont Bay at midnight. On the 11th, at 5 a.m., ran for Pictou, anchoring there at 3 p.m. On the 13th, at 2 p.m., ran for Port Hood. Found Her Majesty's steamship "Lapwing," and United States ship "Guard" in port. On the 14th the Commander of the United States ship "Guard" called on board; proceeded to the northward and anchored in Chetican for the night. On the 15th at 6 a.m., stood to the northward and anchored at St. Paul's at 2 p.m., then ran to Aspey Bay for the night.

On the 16th at 8 a.m., rounded Cape North and stood to the southward, passed inside the Sea Wolf and anchored in Pictou Roads at 10 p.m. On the 17th went into the harbour. On the 20th, at 4 a.m., embarked Judge Maguire for Magdalen Islands; the wind increasing from the eastward, ran into Georgetown, Prince Edward Island. On the 21st, at 5 a.m. proceeded to Amherst, anchoring there at 2 p.m., left again at 6. On the 22nd, at 7 anchored in Pictou. Received a despatch from you directing me to meet you in Halifax. On the 26th you embarked in the "Lady Head," and on the morning of the 27th we left for the Straits of Canso; leaving there again in the afternoon, proceeded to Port Hood for the night.

On the 28th at 6 a.m., on going out of the port, we observed Her Majesty's ship "Lapwing" on the bar, proceeded to her assistance, and after towing her off, left for Pictou, arriving there at 1 p.m.; at 3 left for Miramichi. On the 29th, at 7 a.m., passed Escuminac, arriving at Chatham at noon, and anchoring off Newcastle at 3 p.m., where you disembarked.

October 2nd, at 3 p.m., embarked the Railway Commissioners for Shediac, anchoring at midnight in Shediac Roads. On the 3rd, at 6 a.m., went into harbour and landed the Commissioners. On the 4th, at 9 a.m., left for Charlottetown, arriving there at 6 p.m. Found lying there Her Majesty's ship "Plover," and United States ships "Frolic," "Neipsic," and "Guard." On the 8th at noon, Mr. Carvell, of Charlottetown, informed me that he had bought the "S. G. Marshall," for the Canadian Government. I sent a party on board to prepare her for sea. She left for Pictou at 8 that night.

On the 9th, at 5 a.m., we proceeded to Pictou and at noon anchored off the battery. On the 10th I proceeded to Halifax to call upon the Admiral and returned on the 13th; received a telegram from you desiring me to proceed to the Bird Rocks with all dispatch. On the 14th, at 2 p.m. left Pictou for Magdalen Islands. On the 15th anchored off Amherst and communicated with the Collector. At 9 a.m., ran for the Bird Rocks and communicated with the people, landed some stores, took two men off and landed them at Amherst.

On the 16th, at 10 p.m., left for Ingonish, to endeavor to pick up a Lighthouse keeper. On the 17th anchored in Ingonish and engaged an assistant-keeper. At 10 a.m., proceeded to Sydney and filled up coal. On the 18th, at 9 a.m., left for St. Paul's, with Mrs. McNeil and family on board; at noon arrived at Ingonish and embarked the assistant-keeper, then left for St. Paul's and landed Mrs. McNeil and family at the north-east light, with a great deal of difficulty, anchoring in Aspey Bay for the night.

On the 19th, at 8.30 a.m., parted the B. B. cable; a heavy gale blowing, ran for Sydney, arriving there at 2 p.m. and filled up coal. On the 21st, the weather moderating, left for St. Paul's.

On the 22nd, 7 a.m. anchored off the main station and landed stores. At 9 a.m. left for the Bird Rocks, anchoring south of them at 5 p.m., landed one boat load of stores.

I inspected the buildings and finding it impossible to land any more, as two boats were swamped and one stove, embarked with a great deal of difficulty and proceeded to the south side of Bryon Island for the night.

On the 23rd, at 5 a.m., bad weather coming on, left the anchorage and proceeded to Amherst; found there the Government schooner "England" with part of a cargo of coal on board, having in a gale of wind been obliged to heave a portion overboard.

On the 24th, at 8 a.m., the "England" left for Miramichi. We embarked the stores for Bird Rocks and went to House Harbour Bay for water. At 7 p.m., a south-

erly gale coming on, ran for Amherst Roads. Bad weather continuing until the 30th, weighed and ran for Pictou, arriving there on the morning of the 31st.

November 2nd, at 5 p.m., left Pictou. On the 3rd, at 8 a.m., arrived off Bird Rocks, but could not communicate in consequence of the heavy sea that was running at the time; ran for Amherst, and landed all the stores we had for Bird Rock. Mr. Fox the Collector came on board.

On the 4th, the wind in the night having shifted to south-east and a very heavy sea running, was again under the necessity, at 6 a.m., of proceeding to sea, the bay affording no shelter. Blowing hard with a heavy sea running all this day. At 6 passed the Sea Wolf Light. On the 5th, at 4 a.m., hove to under Pictou Island, waiting for daylight; 7.30 went into harbour.

On the 6th left Pictou for the Straits of Canso. Noon, anchored in Port Hawkesbury. On the 7th, after swinging the ship for deviation of the compass, proceeded to Little Canso Harbour, to fix upon the position of two beacons. On the 8th, at 9 a.m., weighed with a strong north-east wind and ran for White Head; at 4 p.m. weighed and proceeded for Sable Island, but finding too much sea off shore returned to port.

On the 11th, at 9 p.m., left for Sable Island. On the 12th, at 9 a.m., anchored off the station; there being too much surf on the beach, could not communicate by boat. Not being short of provisions, no wrecks having occurred, the schooner having landed the cattle, as I was informed by signal, I then, at 10 a.m., proceeded to Halifax.

On the 13th, at 4.30 a.m., made Sambro', and at 7.30 made fast to the wharf in Halifax.

During the autumn, when I found the Americans had quitted the Bay of Chaleurs and gone to the west side of Cape Breton, I ordered the cruisers to proceed there; this resulted in the capture of the "A. J. Franklin" of Gloucester, fishing inside the Sea Wolf Island.

Agreeably to your orders I directed the commanders of the schooners, with the exception of the "Water Lily," to pay off by the 25th of October at their respective ports, but the severity of the weather prevented their so doing.

It is the opinion of those most competent to judge that the action taken by the Canadian Government in protecting the Fisheries during the past summer has been attended with great benefit to our own fishermen, since they have reaped full fares where foreigners did before. I have been told this in many places and have no reason to doubt it.

In conclusion, I would venture to hope that the conduct of all under my orders, with one or two exceptions, has been such as to merit your approval.

REMARKS ON FISHING PURSUED BY AMERICAN FISHERMEN.

Some idea of the value of the fisheries may be formed from the following return of various kinds of fish caught on that part of the coast beginning at Cape St. Lawrence, Cape Breton, southwardly to Scattarie, and west to St. Peters:—

RETURN of Fish from the following places, together with the Oil obtained.

	Cod, Quintals.	Haddock, Quintals.	Summer Herring, Barrels.	Salmon, Barrels.	Spring Mackerel, Barrels.	Fall Mackerel, Barrels.	Deg Oil, Gallons.	Cod Oil, Gallons.
Bay St. Lawrence.....	1,000		400	30	250	} Both kinds.		1,000
Aspy Bay.....	700		100	50	150			700
New Haven.....	500		200		50			500
Neil's Harbor.....	700		350		200			700
Green Cove.....	250		100		500			250
Ingonish.....	3,500		800	100	500			3,500
St. Anne's.....	2,500		200	125		550		2,500
Bras d'Or.....	2,000		100			250		2,000
Cow Bay.....	800	400	200	130		250	1,440	800
Maina Bay.....	1,600	900	400	220	300	240		1,600
Manià Dieu.....	3,200	1,200	700	50	400	500		3,200
Baleine.....	500	200	300	40	100	60		500
Little Loran.....	700	200	300	40	250	150		700
Big Loran.....	400	200	250	25	150	50		400
Louisburg.....	2,000	1,000	400	150	300	200		2,000
Gabarus.....	4,500	1,400	300		200	400		4,500
Fourche.....	1,000	300	250	10	300	50		1,000
Grand River.....	400	200	150		150			400
G. Ardoise.....	800	2,000	500	50	1,000	100		800
St. Peters.....	800	1,500	500	100	400	100		800
River Bourgeois.....	1,600	1,500	500	50	100	100		1,600
	43,850	11,000	7,000	1,170	5,300	3,000	1,440	43,850
Value.....	\$175,400	33,000	31,500	19,890	37,100	30,000	576	21,925

Grand Total.....\$349,391 00.

On the 27th of April the first cod were taken off Ingonish. The first spring herrings were caught also at that time ; these are used entirely for bait.

On the 1st of June mackerel were taken with nets off Scattarie Island, and off Ingonish on the 8th of that month. Salmon fishing began on the 5th of June and ended about the last of July. Hook-fishing for mackerel lasted from the 15th of August to the last of September.

Fall mackerel fishing with nets began on the 1st of October, ending about the middle of November—none taken this year until the 18th. Trolls are set all through the summer on the east coast of Cape Breton. The first fish caught this way were taken in the month of May. This method of fishing is considered by many to be very injurious to the deep sea and inshore fisheries.

Fishing for cod generally lasts until Christmas, when the navigation may be expected to close.

The navigation opens about the 1st of May.

The fishing for herring as bait, pursued by the Americans through the winter, is carried on upon the coast of the Dominion, and extends to that of Newfoundland. They may be found in great numbers at the Bay of Islands on the west coast of Newfoundland during November and December ; after that they may be found in Fortune Bay, further south, until March. As many as forty sail of vessels may be found in L'Etang, New Brunswick. During the winter they may be seen along the shore of New Brunswick, as high as Saint John in the Bay of Fundy, and on the coast of Nova Scotia from Digby to Halifax ; when the ice breaks up in the Gulf of St. Lawrence, these vessels are the first to make their appearance at Ingonish and the Bay of St. Lawrence.

For mackerel fishing, the Americans use " pogies " and clams, chopped fine, as bait.

The "pogies" are found only on the coast of the United States, and when imported into the Dominion cost about six dollars per barrel.

Mr. Nickerson, in his statement when acting as first officer on board the Government schooner *Sweepstake*, makes the following remarks respecting the movements of the mackerel:—

"Mackerel may be found on the coast of the United States about Long Island, New York the first week in May. They are seen pursuing an easterly course, taking the hook until they reach George's Bank, where, it would appear, spawning commences; after this they continue to press on to the eastward, some going up the Bay of Fundy, and others may be seen in the neighbourhood of Cape Sable about the 15th of May; about the 20th they may be looked for at Sambro, and about the 27th on the coast of Cape Breton; about the 4th of June they reach the Magdalen Islands, and but little seems to be known of them until after they have spawned. "Formerly they pursued a course easterly from Cape Breton close in shore, following the sinuosities of the coast, but latterly their motions have been very variable, by some believed to have been caused by the numerous nets set off the bays and headlands, to avoid which they keep off shore.

"The largest run of mackerel on the south coast of Nova Scotia is generally between the 20th of June and the 10th of July. They are looked for on their return to the westward in August, but this is uncertain. Some think this is caused by their detention in the Gulf of St. Lawrence, so great a quantity of bait being thrown there by the fishermen; this being their great attraction. "The last of the mackerel may generally be found passing Cape Sable between the 5th and 10th of December.

"The herring fishery of Nova Scotia has always been of great importance, but this year it has fallen off. On the south shore the herring was generally looked for at the end of June, increasing in quantity until September, when they came in to spawn. The failure during the past season is supposed to be owing to the number of nets and seines used there regardless of all regulations, keeping them away from their spawning grounds. During the past few winters great quantities were taken on the shore in and about St. Margaret's Bay and Lunenburg. They are looked for along shore about Christmas, where they may be found up to April.

"During the last spring, about eighty American schooners were upon that part of the coast procuring herring for bait."

The season's fishing may be described as follows:—

Cod fishing.....	Good
Mackerel taken with the hook	Good
Spring mackerel.....	A failure
Summer herring.....	The same
Fall herring	Fair

In conclusion, I would respectfully bring to your notice the immense extent of coast line to be protected. It will be seen that each vessel, during the past season, had a longer station than was desirable, and I would therefore suggest an increase in the number of cruisers from "six to ten," with the addition of a "sailing boat" to each, fitted in every respect like the fishing boats employed upon the coast. The latter, when manned and armed in this disguise, would be found of great value in detecting foreigners, who are often to be found fishing in our midst in contravention of the Treaty. It will be seen that, when a prize is taken, the commander and a sufficient number of witnesses are unavoidably absent for weeks from their station giving evidence, and their services, together with that of the cruiser, entirely lost for that period. By an increase in the number to be employed, it could be arranged that no part of the coast, under any circumstances, could be long without adequate protection.

I find the terms of the Convention repeatedly misunderstood by both fishermen and landmen. The construction put upon it by the Admiral commanding upon this station—and in which I fully concur—may be expressed in these terms:

The American fisherman cannot trade, should not enter, cannot by any means be considered a trader or liable to pay to a sick mariners' fund, as the terms of the Conven-

tion, strictly applied, exclude him from any benefits upon our shore beyond that of *shelter, repairs*, the purchasing of *wood*, and the means of obtaining water. The first question put upon boarding an American fisherman during the past season was this—

Are you a fisherman? If answered in the affirmative the master was warned. If a trader, she could be entered, and was then subject only to the laws relating to Customs.

Some of the Collectors of Her Majesty's Customs, have, during the past season, through a want of specific instructions, allowed the American fishermen to enter and trade in our ports *under written "permits."* The possession of these "permits" by foreign fishermen naturally occasions much difficulty in distinguishing trading from fishing vessels, besides placing the holder in a false position. It should be clearly understood by the Collectors of Customs, that, while all vessels on a *bonâ fide* fishing voyage have no claim to any facilities for carrying on a trade in our ports and along our coasts, they should distinguish clearly between the trader and the fisherman, otherwise a conflict of action will result.

I have the honor to be, Sir,

Your obedient servant,

P. A. SCOTT,

*Captain R. N.,
Commanding the Marine Police,*

To the Hon. P. MITCHELL, -
Minister of Marine and Fisheries,
Ottawa.

APPENDIX Q.

GOVERNMENT S.S. "LADY HEAD,"

HALIFAX, December 31st, 1870.

SIR,—The vessels employed in the Marine Police, with the exception of the *Water Lily*, having been put out of commission, I now have the honor to report as follows:—

The *England*, Commander Story, late R. N., was commissioned in May, and when ready was ordered to cruise between Shediac and Gaspe, including Bay des Chaleurs. She continued upon this cruising ground until the 22nd September. The American fishermen having left that part of the coast, she was ordered to the west side of Cape Breton and the Magdalen Islands, returning to Miramichi on the 26th October, and put out of commission on the 31st of that month. For details I beg to refer to the officer's report herewith.

The *Ellis G. McLean*, Commander Henry E. Betts, R.N.R., was commissioned at St John, New Brunswick, on the 5th of April, and when ready for sea was ordered to Halifax to take in her armament. Leaving that port on the 16th May, she proceeded to her station extending from Shediac to Gaspe, including the Bay des Chaleurs. She continued upon that cruising ground until the end of September, when the American fishermen having left that coast she was ordered to the west side of Cape Breton for the protection of the fisheries there, but having, on the 18th August, taken the schooner *Lettie*, of Prince Edward Island, for a violation of the *Merchant Shipping Act*, she could not remain longer upon that coast, her commander being required to attend the Admiralty Court in St. John, New Brunswick. Ordered to that port to pay off, and was put out of commission on the 31st October. For details I beg to refer to the officer's report herewith.

The *Sweepstake* was commissioned at Halifax on the 26th May, by Mr. Fox, first officer—Mr. Crysler having declined the command, and being ordered to sea on the 16th June, under the temporary command of this officer, took her station on the west side of Cape Breton, the same extending from Cape North to the Strait of Canso. Mr. J. C. Carmichael having been appointed to the command he commenced duty on the 18th July. On the 3rd September, while in Broad Cove, Cape Breton, he seized the *A. H. Wanson* for a breach of the fishery laws, carried her into Pictou, Nova Scotia, and placed her in charge of the Collector of Customs. On the 17th September, while off Henry Island, Port Hood, he boarded and seized the schooner *H. B. Lewis* of Halifax, for a breach of the customs laws, and proceeded to Port Hawkesbury and placed her in charge of the Collector of Customs. The *Sweepstake* was ordered to Halifax and put out of commission on the 31st October. For details I beg to refer to the officer's report herewith.

The *Ida E.*, Commander, J. A. Tory, J.P., was commissioned on the 1st May at Halifax. Leaving that port on the 14th June, she proceeded to her station extending from Cape North southwardly to Scatarie Island, and westwardly to Cape Canso. On the 27th June, while in Aspey Bay, Cape Breton, she seized the American fishing schooner *Wompatuck* for a breach of the fishery laws. Sent her to Sydney, Cape Breton, and placed her in charge of Her Majesty's Collector of Customs. On the 28th June boarded the schooner *Minnie*, of Halifax, from St. Pierre, with goods on board liable to duty. Her master refused to enter the same, but tried to run down the *Ida E.* On the 30th, while in Ingonish Bay, boarded and seized the American fishing schooner, *J. H. Nickerson*, for preparing to fish in contravention of the fishery laws, she having been previously warned on the 25th, took her to Guysboro, Nova Scotia, and placed her in charge of the Collector of Customs. On the 7th October, boarded and warned the American fishing schooner *A. J. Franklin*, of Gloucester, Massachusetts. On the 11th, while in Broad Cove Cape Breton, observed the *A. J. Franklin* within the limits, apparently fishing, but not having sufficient proof of this, cautioned her master. On the 14th of that

month received such information from those who were fishing in company with the same vessel on the morning of the 11th, as would lead to conviction, proceeded to the Strait of Canso and observing the *A. J. Franklin* at anchor near Port Mulgrave, Nova Scotia. he seized her on the 15th for violating the fishery laws and also for a violation of the Customs Act, having two sets of papers on board, took her to Pictou, Nova Scotia, and placed her in charge of the Collector of Customs. On the 25th, while in Port Hood, Cape Breton, seized the American fishing schooner *Granada*, of Provincetown, Massachusetts, for violation of the customs laws; she being evidently on a smuggling voyage. She was taken into Guysboro, Nova Scotia, and placed in charge of the Collector of Customs. The *Ida E.* was ordered to Halifax and put out of commission on the 1st of November. For details I beg to refer to the officer's report herewith.

The *Water Lily* was commissioned at St. John, New Brunswick, by Lieutenant F. Stanley Ewen, R.N.R., on the 23rd April, as first officer, promoted to the command on the 16th May. Was ordered to Halifax to take in her armament, and left that port on the 16th June, to take her station for protection of the Fisheries in the Bay of Fundy. On the 18th August, it was found necessary to dismiss her commander and pay off the crew. She was re-commissioned on the 21st September by Commander Albert Betts. On the 8th of November she captured the American fishing schooner *Romp*, in Back Bay, L'Etang, New Brunswick, for a breach of the fishery laws, and took her prize into St. John. On the 25th November she captured the American schooner *White Fawn*, of Gloucester, Massachusetts, in Head Harbour, Campo Bello, New Brunswick, for an infraction of the fishery laws, took her to Saint John, New Brunswick, and placed her in charge of the Collector of Customs.

I have the honor to be, Sir,

Your obedient servant,

P. A. SCOTT,

Captain R.N., commanding the Marine Police.

The Hon. PETER MITCHELL,
Minister of Marine and Fisheries.

APPENDIX R.

HALIFAX, November 18th, 1870.

SIR,—In Aprillast, I had the honour to receive, under date of the 14th, official information from your Department that I was appointed to the command of one of the Government vessels to be employed in the protection of the Fisheries, and on the 28th I received orders from Captain P. A. Scott, commanding the steamer "Lady Head," to proceed to Halifax for the purpose of arranging matters in connection therewith.

In obedience to those instructions, I departed for Halifax and arrived there on the 1st of May, when Captain Scott placed me in command of the "Ida E." subsequently, I received my commission and other necessary instructions. On assuming command, my first duty was to ship a crew and make all such other preparations as the exigency of the service required. Those preliminary arrangements occupied my time until the 20th of May, when I was ordered to Lunenburg with the "Ida E," to bring thence two brass guns, &c. I immediately proceeded thither, received the guns, &c., and returned to Halifax, arriving at the latter place on the evening of the 23rd May, where I remained waiting for arms, &c., until the 13th of June, on which day I received orders to sail to the station on the fishing grounds allotted to me, which, beginning at Cape Canso, included Chedabucto Bay and extended along the southern coast of Cape Breton Island to Cape North.

On the 14th day of June I left Halifax harbour and arrived at Cape Canso on the following day, where the duties pertaining to my command and immediately connected with the protection of the fisheries, began. A detailed statement of each day's proceedings, up to the 1st of November inst., has already been forwarded to your Department.

On the 28th October I received orders from Captain Scott, under date of the 13th of that month, to sail to Halifax, and on my arrival there to discharge the men and deliver the vessel, under my command, to her owner. I at once departed for that port, and arrived there on the 31st ultimo. On the following day, I landed from the "Ida E." all the Government property on board, which I delivered to the agent of the Minister of Marine and Fisheries, H. W. Johnston, Esq. The crew were then paid off and such of them as were not required to give evidence in the prosecutions against the vessels lately seized by me, were discharged, and I thereupon delivered the "Ida E." to her owner, who received and took charge of her.

You will observe that it was late in the season, the 15th June, when I reached my station. On my arrival there, I learned that a large number of American fishing vessels had procured *bait* and *ice* at several points along the coast. To prevent this hereafter, the Marine Police vessels ought to be sent out as early as the 15th of April.

The station on which I was placed was not frequented this season by foreign fishing vessels in such large numbers as heretofore, and those there were principally bank or cod fishing vessels, who resort inshore for the purpose of obtaining ice, fresh bait, and other supplies necessary for the prosecution of their voyages.

Ice has become, to the American bank or cod fishing vessels, of very great importance. In fact I may say that a large portion of them wholly depend upon it for the preservation of their catch, their cargoes being packed in ice and carried to the American markets fresh. It is also very largely consumed in the preservation of fresh bait. If those vessels were prevented from obtaining ice on our coast they would be compelled, in a large measure, to abandon the inshore bank fishery—as that branch of the fishery cannot be successfully prosecuted without fresh bait, therefore, the diminishing of it would cause the fish that resort to the inshore banks, failing to find that food thereon, naturally to follow their accustomed bait to the shores, and there be within the reach of our boat fishermen; the labour of this hardy and industrious, but much neglected people,

would thus become profitable to them, their exertions would be certain to meet with a large measure of success, and the increased quantities of fish thus caught would prove a valuable source of wealth to the Dominion in general, and Nova Scotia in particular.

It is true that, to prevent American fishing schooners from getting supplies on our coast will deprive some of our people of a species of trade of some convenience and advantage to them. But should the many suffer for the benefit of the few thus accommodated? I admit that this is a question of importance and should be well considered before being acted upon.

Fishing supplies are imported into this country free of duty, to encourage the fisheries and relieve, as far as practicable, the burdens of our fishermen; those supplies heretofore have been largely purchased from our dealers by foreign fishermen, who got them on the same terms as our own people; the effect of this is to enhance the prices thereof by increasing the demand. I think I may safely say it is not just to our fishermen (looking at the protection given by the United States Government to their fishermen) that foreigners *under our tariff* should enjoy the same privileges accorded to ourselves, and I think that foreign fishermen should either be prevented from getting supplies or be compelled to contribute something to our revenue for such privileges.

Owing to the privileges in this and other respects, heretofore enjoyed by American fishermen within the limits of our territory, and the bounties granted them by their own Government, they have been enabled, while making large profits, to undersell our fishermen in their markets, not to speak of the serious injury inflicted on our fisheries by the habits and customs of American fishermen, such as cleaning their fish and throwing the offal overboard on the fishing grounds, trawl fishing, and other malpractices, too well known to need mention by me. Referring to the rise in prices, caused by permitting American fishermen to procure supplies here, I may relate a case in point which fell under my own observation, in the article of salt. Salt was selling in Halifax \$1 60 per hhd., a fleet of American fishing vessels came in quest of that article (the American duty is \$1 00 per hhd.), and before two days had elapsed the price rose to \$2 00 per hhd., thereby causing our fishermen to pay the increase of 40 cents per hhd., which went into the pockets of the importer, the already wealthy merchant, to the manifest injury of our own fishermen. This is only one case out of many I could mention having similar bearings.

STATISTICS

The information required under this head cannot be minutely or accurately obtained until the fishing season is entirely over, nor can the commanders of cutters while in charge of their vessels procure correct statistics, as the shore fishermen all along the coast are beyond the reach of those officers; and more particularly, as there are long stretches of coast, where fishermen abound, entirely without harbours to enable one to make full enquiry and gather accurate information on the subject of the catch made, the number of men, boats, &c., along a coast of this kind would necessitate the hovering of the cutter for many days consecutively—an experiment not by any means without hazard, and in the latter part of the season very rarely practicable.

During the latter part of the season, I endeavored to collect all the information possible, which is hereunto annexed; but before completing it I was ordered to the north side of the Island, where I remained until ordered to Halifax, as aforesaid.

Full and accurate information, I am convinced, cannot be obtained, unless persons are specially detailed for that purpose.

If a law providing for the inspection of fish was enacted (which, in my opinion, is much needed), and suitable persons selected to carry out its provisions along the coast, giving them supervision over the shore fisheries and making the taking of the statistics a part of their duty, the end in view would be fully attained and the results which would accrue therefrom be more than commensurate with the expenditure involved in that behalf.

THE FISHERIES.

Taking the season's catch, as a whole, on the station under my charge, I think I am safe in saying it was an average one, notwithstanding the catch of spring mackerel was exceedingly small and the summer herring nearly a total failure; the cod fishery has been considerably over an average catch. The fall mackerel fishery was not over when I left the ground, but I have since heard from several parts of my station, and I am happy to inform you that the catch has been exceedingly good, nothing in point of extent to compare with it during any one of the past ten years; small boats with two men landing in a couple of weeks fifty barrels, worth at least twelve dollars per barrel.

Last season it was only an odd boat that landed five barrels, and I may say that a contrast in the reverse is as visible with American fishermen. It is strange, but true, that the two species of fish, viz: cod and mackerel, sought after by American fishermen, have become this season so profitable to our people. Surely this is strong proof that the protection (although incomplete) of our fisheries this season has been highly beneficial to our fishermen and I think ought to encourage the Government and Legislature to persevere in the good work, the commencement of which has been so auspicious.

PROTECTION OF THE FISHERIES AND ENCOURAGEMENT TO FISHERMEN.

I humbly submit that, if the money it now takes to uphold the present system of protection, and whatever further sum could reasonably be appropriated, were offered as bounty money to our fishermen, compelling each vessel that entered for the same to keep a true record of each day's work, where fishing, and what, if any vessels, British as well as foreign, were in their company, what doing, &c., such record being subject to the inspection, as often as might be desirable or necessary, of the commander of a fast steamer, kept cruising on the fishing grounds for that and other purposes connected with the protection of the fisheries, and to capture such foreign fishing vessels as might be reported to have violated the Treaty of 1818, or our fishery laws, would have the effect of preventing these violations by foreigners, as they would then be afraid of British vessels becoming tell-tales upon them, and would shun them; whereas, under our present system, they only fear and try to avoid the cutters.

If a plan similar to this were adopted, it would have, I believe, a most salutary effect, not only in securing complete protection to our fisheries, but also in inducing our people to fit out a much larger fleet of fishing vessels and thereby afford remunerative employment to our young men, instead of their seeking employment abroad in the United States and on board of American fishing vessels, and likewise instead of being consumers and producers in that country, they would remain consumers and producers in our own, and a source of wealth to the Dominion, instead of the United States, as is largely the case at present. The advantages of the bounty system have been fully established in the United States. What else created their splendid fleet of fishing vessels, fitted and equipped in the most thorough manner? Its efficacy too in stimulating the fisheries has already been tested in Nova Scotia. A few years ago, the Nova Scotia Legislature gave bounties, which were continued for two years; the impetus then given to our fisheries is still visible. Our present mackerel fleet owes its existence, I may say, almost entirely to the inauguration of the bounty system. And surely, while taking a retrospective glance at the past, and likewise viewing our present wants, as well as recognizing fully the proven efficacy of the bounty system when applied to the fisheries as a means of developing them, I may be pardoned if I express what has now become with me a settled conviction, that never will we be able to appreciate the full value of our fisheries, or properly turn to the advantage of our common country the great maritime and marine resources we possess, unless the bounty system be established in our midst on an equitable basis, and our fisheries protected in the fullest sense of the term.

Again, large sums of money are expended annually, for the purpose of attracting hither people from other countries, while at the same time our own are leaving our shores, because, as they allege, they cannot find employment in their respective occupations

(especially fishermen) at home. But is it not reasonable to suppose that if inducements were held out to those people, a large portion of them would remain at home, and would they not prove as great a source of wealth to the Dominion as the same number of immigrants? I do not wish it to be supposed that I oppose immigration; on the contrary, I strongly advocate it. But it is surely common sense that those accustomed to our climate, familiar with our resources, adapted and trained to the various kinds of labour requisite for the proper development of our resources, would be of far greater value to our common country, in every point of view, than those who may be enticed hither from distant lands where different industries prevail. By all means, I say, let immigrants come, but by no means let those measures be forgotten which is necessary to keep our own people at home and contented with their lot.

COLOURS.

During the season I was put to a great deal of trouble and labour in boarding British vessels, which might have been avoided if those vessels had taken the trouble to hoist their national flag. I think an Act ought to be passed by the Legislature compelling British vessels to hoist their ensign and keep it flying while a Government vessel is in sight and flying hers, and more especially when a gun is fired for that purpose, with a penalty attached in case of neglect or refusal to comply therewith. A severe penalty should likewise be inflicted upon any foreign vessel using the British flag for purposes of deception. The officer in command of a Government vessel, should, it seems to me, have power to deal promptly with vessels thus offending, and in such a way as thereafter to ensure the complete observance of such a law.

ILLCIT TRADE

is carried on to so large an extent between St. Pierre Miquelon and the Province of Nova Scotia, and also from the United States, both by British and foreign vessels, as to call, I think, for special and prompt attention at the hands of the Government and Legislature. How the evil is to be remedied without incurring expense, it is difficult to determine. An active agent established at St. Pierre, through whose hands all vessels trading between the Dominion and that port should pass, or a vessel stationed on the Cape Breton shore, for the purpose of intercepting traders touching there, would perhaps have a good effect, and in time might destroy or largely diminish this trade. These are all the remedies I am able to suggest at present; but as St. Pierre is a foreign port, much difficulty might be experienced in making such arrangements.

From information afforded me, as well as from my own observations during the past season, I am strongly of the opinion that the book called "Cargo Book," issued by the Custom House to coasting vessels, is made use of very frequently as a cloak for smuggling. Parties to whom those books are given use them when detected with dutiable goods on board, and an officer cannot, in those cases, distinguish between the honest coaster and the inveterate smuggler, and I think the system of issuing such books ought to be abolished and the old ones called in.

I have annexed a list of foreign fishing vessels boarded by me during the season, and the names of the several vessels seized.

This report has grown to a much greater length than I expected, and if in my eagerness to serve the interest of our common country, I have introduced or suggested anything beyond my position, or that does not meet with your approval, I beg to be pardoned.

I have the honor to be, Sir,

Your obedient servant,

JAMES A. TORY,

Commander Schooner Ida E.

To the Honorable P. MITCHELL,
Minister of Marine and Fisheries,
Ottawa.

APPENDIX S.

GOVERNMENT SCHOONER, " ELLA G. McLEAN."

SIR,—In accordance with your instructions I beg to tender my report for the period that I have been employed as a Fishery Officer in command of the Government schooner *Ella G. McLean*.

On Friday, 6th May, the schooner was handed over to the Government and I took command; from that date until Monday, 23rd May, I was employed shipping my crew, getting stores on board and preparing for sea. I proceeded to sea with orders from Captain Scott to repair to Annapolis for two six-pounder brass guns. I entered Digby Basin and anchored off Bear River for the night. The next day, through stress of weather, I was obliged to remain at anchor. I arrived at Annapolis on the evening of Wednesday 25th May. The American fishermen make a practice of coming into Annapolis Basin as early as the end of February for bait, and were in the habit of throwing their gurry overboard on the spawning ground much to the injury of the fishery. This spring the Americans, knowing that these schooners had been commissioned, took the precaution to anchor outside the three mile limit, but still procured their bait by sending their boats in to fish round the rocks out of observation. On the 28th May I put into Pubnico Harbor, where I communicated with H. M. Gunboat *Cherub*, Lieutenant Digby in command, employed this season in protecting the fisheries. On Monday, 30th May, the gale having abated, I again made sail for Halifax, arriving there on the evening of 1st June. Here I found the Government steamer *Lady Head*, Captain P. A. Scott, R. N., and the schooner *Sweepstake* and *Ida E.* The following morning the *Water Lily* arrived from St. John and I hauled alongside a wharf. Having received all my ammunition and arms, as well as some other small Government stores and the armament for the *England* then at Pictou, I left Halifax on Tuesday, 14th June, and entered the Gut of Canso on the afternoon of 16th, when I spoke the *Ida E.* on her cruising ground. On the 18th June, I arrived at Pictou and found the *England* at anchor. On Monday, 20th, Captain Story sent for his stores and the *Lady Head* arrived the same morning. On Tuesday and Wednesday it blew a gale from the north-west and I remained at Pictou. At daylight on Thursday, 23rd June, I sailed for Shediac, arriving there on the evening of the 24th. On Friday, 1st July, I arrived at Paspébiac. There the merchants seemed quite astonished at the effect these schooners had produced; formerly by the 1st July there were generally from 150 to 200 sail of Americans off Paspébiac, whilst this year they had not seen *one*. I was also told there were a few Americans in Port Daniel, so I ran down there the same afternoon, but found the report was false, as there was not a vessel to be seen. They informed me here that last year several American schooners had anchored close into the rocks and fished for days together and had also seined all over the river, to the detriment of the salmon fisheries. The crews had also seriously annoyed the inhabitants, by pulling down their fences, tramping down their crops and generally misbehaving themselves. After filling up with water, there being no fishermen in the Bay of Chaleur, I stood across to Miscou and from there ran down the coast towards Miramichi. As I left the bay on July 4th, I passed three Americans, about twenty miles off the coast, probably the first arrivals of the season. On 6th July, in Miramichi Bay, I boarded the American schooner *Wm. Parsons*, 2nd, John McMillan, Master, who reported that he had just come into the bay and he had no intention to infringe the fishing laws, as he was part owner and did not seem inclined to risk losing her.

Arrived at Shediac on the 8th inst., sailed again on the 13th. The same day I boarded the American schooner *John W. Brown*, Morris Whelan, Master, and the *Enora C.*, W. Cunningham, Master, both of Gloucester; the former had forty barrels of mackerel on

board. On the 14th I communicated with the *England* off Miscou, just leaving the bay. Mr. Storey told me he had not seen any Americans. On the morning of the 15th I boarded three Americans, viz., *Joseph E. Cook*, F. A. Farmer, Master; *Algona*, G. W. Stevens, Master; and *J. W. Roberts*, J. E. Thomson, Master. I anchored at Port Daniel the same evening. The next morning, 16th July, I saw the Overseer of Salmon Fisheries, and satisfied myself that the laws respecting them were strictly carried out; he also told me that a Mr. Brown, from Miramichi, engaged in putting up salmon, had filled all the tins he had supplied himself with, and consequently had been obliged to salt the remainder of the salmon, the catch had so far exceeded his expectations. I then went on board the Nova Scotian schooners, *Freedom*, *Hornet*, and *Van*; the *Freedom* had caught forty barrels of mackerel in three weeks, the *Hornet* 150 in five, and the *Van* ninety in two. The masters of all three seemed much pleased at the Americans being kept off the inshore fisheries. I anchored off Paspebiac the same evening, 16th July, remaining there all the next day, Sunday. On Monday morning, the 18th July, I made sail for Dalhousie, arriving there on the afternoon of 19th, I called on the Overseer of Salmon Fisheries, who reported that salmon fishing had been excellent, and that an American who had been putting up salmon, had filled all his tins, and cleared \$10,000 a month before the salmon fishing was over. The Overseer had little trouble with the fishermen, and all seemed inclined to abide by the laws. I left Dalhousie on the 21st, and on the 22nd boarded the *Margaretta*, of Prince Edward Island, with forty barrels of fish, and the *Electric Flash*, of Port Medway, N. S., with thirty barrels; they had seen very few Americans. On Saturday, 23rd July, I met H. M. S. *Valorous* steaming up the bay. I went on board and called on Captain Hardinge. The same evening I anchored at Paspebiac in company with the *England*. I found here the *Stella Maria*.

The cod fishing here is chiefly in the hands of Boutillier Bros. and Chas. Robin, both Jersey firms; they employ an immense number of men, some 5,000, exclusively in that fishing; their carrying trade is done altogether by Jersey vessels, manned by Jersey men. Their employées are almost entirely paid in goods brought out in their vessels, on which they must derive an enormous profit; so, with the exception of the taxes they pay, they leave very little money in the country. The country round Paspebiac is very good for farming, but in consequence of the men inhabiting that part of it being bound to the cod fishing, there is very little farming done. The only farmers worth anything, as far as the working of them goes, belong to people who have nothing to do with the cod-fishing. On the morning of Monday, 25th July, the *England* and *Stella Maria* got under weigh, and stood across the bay in the direction of Bathurst. I shortly followed them and soon convinced myself of the superiority of my vessel's sailing, as, in about one hour, I passed both vessels and tacked across their bows. There being no vessels in sight on the south shore, I returned to Paspebiac, as two Americans arrived there while I was leaving. I boarded them and found them to be the *Veteran*, Murphy, Master, with 50 barrels of fish, put in for water; and the *Col. Ellsworth*, repairing the traveller of the main sheet. Both vessels shortly left. After dinner I again weighed and ran down to Port Daniel, where I found seventeen American and Nova Scotian fishing schooners getting water. I boarded all of them. They all left before sunset. On Tuesday, 26th July, I stood across to Miscou and anchored with a large fleet of fishing vessels, chiefly Nova Scotian; as it was blowing hard, I did not board any of them. As soon as it moderated, the whole fleet weighed and stood off to Bradley Bank. Hearing there were several Americans in Miramichi Bay, I went down there, but found they had all left. I stood over close to the shore, and anchored in Shediac on 30th July. On Wednesday, 3rd August, I left Shediac and on the morning of the 4th the schooner ran on the shoal off Escuminac Point. I had to throw overboard about twenty-five tons of ballast to lighten, and in coming off broke the fluke of one of our bower anchors, and lost the kedje, which necessitated my return to Shediac. I arrived there on the evening of Saturday, August 6th. On Sunday, 7th, I hauled alongside ballast wharf, and the next day I went to St. John to get the bower anchor repaired and a new kedje. On Friday,

12th, the anchors came down from St. John, and having completed ballasting I sailed the next morning. On the 15th I anchored off Percè, for the night and communicated with the commander of the *Stella Maria* at anchor there. The next morning I left for Gaspé, arriving there in the afternoon, where I found *La Canadienne*. On the 17th the *Stella Maria* arrived, and on the 18th I weighed in company with the *La Canadienne*. About 5 p.m., when off Gaspé Harbor, I boarded the schooner *Lettie*, hailing from Charlottetown, P.E.I., at anchor about half a mile off shore. On overhauling her papers, I found that her register was in the name of a Mr. MacGowan, an Englishman, who was named as sole owner; her fishing articles, on the contrary, named Mr. Hall, well known as an American, as sole owner. At the time of boarding, some of her crew were in the large boat, containing a seine, evidently with the intention of laying it out, as they were just leaving the schooner. (Full particulars of the seizure are in my report of 18th August.) I considered I was justified in detaining her, but before doing so I communicated with the commander of *La Canadienne*. He advised me to let her go for the present, and communicate by the telegraph with the Government at Ottawa. I also saw the Collector of Customs at Gaspé, who thought that I would be perfectly justified in taking possession of the *Lettie* and taking her to some port where I could telegraph particulars of seizure to the Government. This advice being according to my own views on the subject, I took possession of her, sending Mr. Compton, second officer, and five men on board. I also took half her crew on board my own vessel. I then anchored close to the "Lettie" for the night. At daylight the next morning, Friday, 19th August, I weighed with the *Lettie* in company, and arrived at Paspébiac at 11 p.m. on Saturday, 20th, the *Lettie* anchoring about three hours later. The next morning, Sunday, 21st, the *England* arrived. I communicated with Captain Story, and left the same afternoon for Shediac. I arrived there at noon, on Tuesday, 23rd, and found the *Lettie* at anchor. I immediately telegraphed particulars to Ottawa, and in reply was ordered to place myself under the instructions of Mr. Tuck, agent for the Minister of Justice at St. John. On Friday, 26th August, I sent the *Lettie's* crew ashore and went to St. John, at Mr. Tuck's request. The *Lettie's* sails were unbent and an inventory taken of all her stores. Judge Hazen, of the Vice-Admiralty Court of New Brunswick, refusing to take jurisdiction in the *Lettie* case, although the lawyers on each side offered to waive the question, I was unable to place the *Lettie* in the Vice-Admiralty Court. Mr. MacGowan, the alleged owner, then issued a writ of replevin, which was placed in the hands of the Sheriff of Westmoreland, Bliss Botsford, Esq. On obtaining knowledge of this, I immediately repaired to Shediac; the Sheriff, going up in the same train, wished to know if I would surrender the *Lettie* to him. On my refusing to do so without instructions from the Government, he proposed that we should both go to Charlottetown and consult Sir John A. McDonald, Minister of Justice, then staying there. I consented to this, and we went to Prince Edward Island the same day (Wednesday, 31st August). On consulting Sir John A. McDonald, he said he had not received any advice from Ottawa in the matter, but his opinion was, that I should allow the Sheriff to replevin the *Lettie*, and then get up an order to stay proceedings. I advised the Government of this, and was instructed not to interfere with the Sheriff in the discharge of his duty, and that Mr. Tuck would have further instructions. I returned to Shediac on Saturday, 3rd September, with the Sheriff, who executed the writ on the afternoon of Monday, 5th. I then went down to St. John to consult Mr. Tuck, who immediately got an order from Judge Weldon to stay proceedings, and appointed a hearing for 23rd September. I returned to Shediac. On the morning of Saturday, 10th September, I sailed for the northward. The next day, when off Escuminac, it blowing a heavy gale from the N.E., I was obliged to bear up again for Shediac, there being no harbor between Miramichi and that place. On Monday, the gale still continuing, I arrived at Shediac. The following day (Tuesday, September 13th), I left, and anchored in Miramichi Bay for the night; the next day

I cruised around the bay, but did not see a single American. On Friday, 16th September, I anchored off Chatham. On the 17th I went to sea, anchoring for the night off Fox Island; the next day (Sunday, 18th), blowing very heavy from the N.E., I returned to Chatham with the *England*. Having to be in St. John on 23rd September, I left Chatham on Tuesday, 20th and arrived at Shediac on the 21st. I saw no Americans south of Miscou. I went to St. John and saw Mr. Tuck, who informed me that in consequence of the indisposition of Mr. Thomson, counsel for the defence in the case of the *Lettie*, the case would have to be postponed. I made arrangements to be informed when the case should come off and returned to Shediac on Monday, 26th, with money for the wages for the month of September. Having received orders from Captain Scott to proceed to Port Hood, I left for that place on Tuesday, 27th September. The next afternoon, off Charlottetown, I met the *Lady Head* and received orders to proceed round Cape Breton Island, and if I found that the Americans had left the coast, to return to Shediac where I would receive further orders. I arrived at Port Hood on the morning of Thursday, 29th September, H. M. S. *Lapwing* was at anchor there. When in Port Hood there were forty vessels in for shelter, five of which were Americans. At Margaree there were no vessels. Saturday, 1st October, I weighed and stood along the coast to the northward, rounded Cape North, and anchored off North Sydney, on the afternoon of Sunday, 2nd October, not having seen a single vessel. H. M. S. *Royalist* was at anchor here; in consequence of her leaving early the following morning I did not communicate with her. On Monday and Tuesday the wind being foul, I remained at Sydney. I was informed by a gentleman residing here that the salmon had been most plentiful this season, but that the fishing was not prosecuted with vigour; he also said the rivers were full of trout, four or five fish rising to a fly the moment it touched the water. On Wednesday morning, 5th October, the wind being fair, I weighed and ran down the coast towards the Gut of Canso, although close in shore, I did not see one American. At daylight on Thursday, 6th, I anchored off Port Mulgrave, in the Gut of Canso, where I procured the following information relative to the American fishermen this season. The total number of Americans in the bay this year could not have exceeded 240, the average catch had only been $\frac{1}{2}$ of former years, or about 140 barrels each vessel; the greatest catch was by the *Princess*, of Bucksport, having passed through the Gut with 500 barrels of mackerel. The same afternoon I weighed and beat up to Plaister Cove, where I lay that night. The following morning I sailed for Port Hood, arriving there the same afternoon, and found the *Ida E.* at anchor. There was quite a fleet of fishermen at anchor for shelter, but only one American, the *Annie and Lizzie*, of Portland. I also boarded the English vessels on suspicion of their being smugglers, but could prove nothing against them. On Saturday, 8th, I left for Shediac, arriving there on the morning of Monday, 10th October. Mr. Deacon, local fishery Overseer here, says that, in consequence of the oysters being raked in the winter and the shells containing the young oysters not being put back in the water but left to freeze on the ice, the oyster fishery in Shediac has greatly decreased. He recommends that either raking oysters in the winter should be prohibited for a while, or that a penalty should be imposed on persons not putting the young oysters back again into the water; he also recommends that Shemogue should be added to this District, as there are very valuable oyster beds there which at present are not looked after by anybody. On Saturday, 15th October, I received orders from Captain Scott to proceed to St. John. I accordingly left Shediac on the Monday morning, October 17th, arriving in the Gut of Canso the following morning. I anchored off Port Mulgrave and procured wood and water. Here the feeling is very much against the law that prevents the American fishermen procuring supplies, such as bait, barrels, provisions, &c. One house, whose receipts in '64 and '65 were about \$80,000 each year, this year was reduced to \$10,000, the principal part of which was "stolen." They advocate the return to the license system, doing away with the 24 hours notice there used to be, and having these schooners to rigidly enforce the law and to instantly seize any vessel fishing inside the limits without a license. They suggest that the proceeds of the licenses might be used as a set off against the American duty of \$2 a

barrel, by dividing it at so much per barrel amongst our fishermen as a bounty, thus putting our fishermen on nearly equal terms with the Americans as regards a market for their fish. On Wednesday, 19th October, it blew a very heavy gale from the N.W., and it was impossible to get under weigh. The next day I started, but had to return through stress of weather. I found that the *Sweepstake* had arrived at Ship Harbor. By Saturday, 22nd October, the weather had moderated and I left the Gut. On the afternoon of Monday, 24th, the wind was dead ahead and that night it blew very hard. On Tuesday morning I went into Liverpool, N.S., for shelter, and lay there until the following morning, when I weighed with a fair wind and passed Cape Sable, at 4 p.m. the same day, October 26th. That night it blew a gale of wind from the N.E., and I made but little progress. The next day, Thursday, October 27th, the wind shifted to the S.W., and I arrived at St. John, October 28th. I returned all the Government stores to Mr. Harding, paid the crew off, and handed the vessel over to the owners on Monday, October 31st. I sent Mr. Crompton, second officer, on board the *Water Lily*, by Mr. Harding's instruction.

I have the honor to remain,

Yours respectfully,

H. EDWIN BETTS,

Commander Schooner, Ella G. McLean.

The Honorable PETER MITCHELL.

Minister of Marine and Fisheries, &c., &c., &c.

APPENDIX T.

CHATHAM, 21st November, 1870.

SIR,—I have the honor to submit the following proceedings of the Government schooner *Sweepstake* during this season.

This vessel, under the command of Mr. Fox as first officer, sailed from Halifax on the 16th June for the Strait of Canso and was engaged during the month cruising about that coast and boarding foreign fishing vessels.

About the 1st of July this officer was suspended by Capt. Scott, and the schooner cruised under the command of Mr. Nickerson, the second officer, until the time of my appointment. Throughout this period the officers and men were engaged in boarding and warning American fishing vessels. The undersigned assumed command on the 18th July. Afterwards continued cruising within the district assigned to me, and boarded and warned several United States fishing vessels. On the 3rd September, when near Margaree, Cape Breton, I perceived a large fleet of American fishermen fishing within the limits, and at 6 a.m. captured the American schooner, *A. H. Wanson*, of Gloucester, fishing within three miles of the land, having about 180 barrels of mackerel on board, the rest of the fleet scattering like sea gulls. Started for Port Hood, the prize in company in charge of first officer and prize crew. 1 p.m. came to at Port Hood—a large fleet of foreign fishermen coming in—proceeded with captured vessel to Pictou and delivered her into the custody of the Collector of Customs. Having received a despatch from the Department at Ottawa to place myself in communication with Messrs. Blanchard & McCully, Halifax, started by morning train for that place, leaving the ship in charge of the first officer. After returning from Halifax I proceeded to cruise off Port Hood, and on the 17th of September seized, near Henry Island, the schooner *H. B. Lewis*, of Halifax, having on board spirits in illegal sized packages, besides other articles not on manifest, and took her to Port Hawkesbury and placed her in charge of the Collector of Customs. Received a telegram from Mr. Blanchard to proceed to Halifax with the *Sweepstake*, the evidence of myself and crew being wanted on the *Wanson* case. When my attendance was no longer required the vessel returned to her cruising ground and continued there until the end of October, when she was discharged and the crew paid off. A list of the vessels boarded is attached.

The following is the only reliable information I have been able to obtain, from the nature of the coast on which I was stationed, viz., the west coast of Cape Breton.

The Fisheries are prosecuted during the months of August and September for herring, at Henry Island, off Port Hood, by about 150 men from the neighboring coast of Cape Breton and Nova Scotia this year successfully. The latter part of August and September there were taken at Henry Island 6,000 barrels of herring, and at Smith's Island 3,500 barrels, besides what were taken by the schooners fishing for herring there, of which catch it was impossible for me to obtain any correct information.

The mackerel catch has been better than for the last twenty-five years off Henry and Smith's Islands and the neighborhood; so also to the northward at Margaree and Chetican; and by last accounts the fishermen had done well about Canso. About eighty British vessels, almost all Nova Scotians, besides about fifty Americans fished in this neighborhood.

I cannot close this report without bearing testimony to the exemplary conduct of my first officer, Mr. James A. Nickerson, of Barrington, Nova Scotia. His thorough seamanship, as well as his perfect knowledge of the coast on which we were stationed, as well as the south shore of Nova Scotia, would render his services invaluable on board any vessel the Government may see fit to station in that locality next season.

I have the honor to be, Sir,

Your obedient servant,

J. C. E. CARMICHAEL,

Commander Schooner Sweepstake.

To the HON. PETER MITCHELL,
Minister of Marine and Fisheries, Ottawa.

APPENDIX U.

ST. JOHN, N. B.,

January 15th, 1871.

SIR,—In accordance with instructions received from the Department of Marine and Fisheries, the *Water Lily* sailed from St. John on the 18th of October, and having arrived at Seal Island on the 23rd, came to anchor in Pubnico Harbor, County Yarmouth, Nova Scotia. On the following day I twice boarded in the harbor the American fishing schooner *F. A. Smith*, of Beverly, Mass., U. S., Caleb Hims, master, bound for the Bay of Islands on the western coast of Newfoundland. When I at first boarded the vessel no entry had been made nor had any clearance been obtained. Subsequently, the master came on board the *Water Lily* and produced his United States register together with an American fishing license and a permit from the Collector of Customs at Pubnico to land part of his cargo, consisting of “42 barrels of flour, a quantity of salt, 10 barrels of meal, 6 barrels “of apples, 100 cabbages, and 1 stove.” Under these suspicious circumstances I refused to allow him to land goods, it being contrary to, and evidently an evasion of, the Customs and Fishery Laws, since the schooner was fitted out with every appliance for the Bank Fisheries. Proceeded to St. John on the 27th where I was detained by stress of weather until the 2nd of November, when I set sail for Grand Manan. On the 8th, boarded and seized the American fishing schooner *Romp* at Back Bay, Charlotte County, N. B., for an infringement of the Treaty, having fished within three miles of the coast in that bay. Having dismissed the crew, I took her to St. John and delivered her into the custody of the Customs Collector. I was detained there until the 17th in getting her into the Admiralty Court, after which I proceeded immediately to the mouth of the Bay of Fundy. On the 25th I boarded the American fishing schooner *White Fawn*, of Gloucester, Mass., U. S., and seized her for a violation of the Customs and Fishery Laws. Disembarked the crew, took her to St. John and handed her over to Customs Collector of that port. Sailed from St. John on the 7th December for Head Harbor, Campo Bello, where I found two American schooners, one bound to Digby, N. S., with passengers, the other with a permit from the Customs Collector of Welshepool, Campo Bello, to buy a cargo of herrings. Subsequently had a conversation with Mr. Young of that place (a large exporter of finnan haddies) in reference to the scarcity of large quoddy herrings. He accounted for it on the ground that there is no law to regulate the size of the net-meshes; and further, because a large number of bush-weirs is put up to catch small herring for the purpose of extracting the oil they contain. Arrived at L’Etang on the 13th, and in Back Bay I boarded the fishing schooners *Sarah E. Snow* and *G. G. Kidder*, from Gloucester, Mass., U. S. Both had permits from the Deputy Collector of Customs for St. George, to obtain herring. On the rails of these vessels I observed several nets, which, upon inquiry, I found belonged to the inhabitants of that place. Sailed thence to Deer Island, where I boarded several American fishing schooners with permits for cargoes of herring. I would wish to ask here whether we are to allow Americans to procure fish and cure them in our harbors, and whether if they have salt on board for that purpose, they should not be required to pay duty on it before using it. All these vessels expect to make two trips during the winter. I found upon trial several very fine harbors in this island, which, however, are comparatively useless, there being neither lights nor buoys to mark the approaches thereto. Both in North-west and Barr Harbors, I found American fishing schooners waiting to procure cargoes of herring. The largest mesh used here for taking herring is two inches and a quarter; it should not be less than two inches and a half. There is a great number of weirs about this island and immense quantities of small herring are taken mainly for their oil. I am strongly of opinion that this should be allowed no longer as the floating offal and refuse have a direct tendency to drive the fish away from our shores. Were they prevented from thus using herring for the manufacture of oil, the weirs would

soon fall into disuse. On the 18th proceeded to St. John. On the 3rd of January, 1871, proceeded to Beaver Harbor, Charlotte County, N. B. Our people here complained that the American fishing vessels had obtained English registers. On 7th arrived at Bliss Harbor where I found six vessels all hailing from St. Andrews, N. B. On the 10th I boarded the fishing schooner *Dreadnought*, which I strongly suspected to be American. Captain Cochrane, of H. M. gunboat *Britomart*, had previously informed me that the owner of this vessel resides in Tubec, Me., U. S. She had a British register in the name of Adam Black, who says he is a native of Charlotte County, N. B., and has no certain place of abode except the schooner. On 12th boarded twelve schooners hailing from St. Andrews, some of which, however, I strongly suspect really belong to Eastport, Me., U. S., but had no means of proving the ownership. I also boarded the *Perseverance*, a fishing schooner having an English register, and represented as belonging to St. Andrews. The master, on being interrogated as to the ownership of the vessel, stated that she belonged partly to Messrs. Paine & Co., Eastport, Me., U. S., and partly to himself, being also a resident of the same place. This proved to be the same vessel, against which the master of a St. John schooner had previously complained of filching his nets. It appearing from the information received, which was corroborated by the statements of the master of the *Perseverance* that a violation of both the fishery and trade and navigation laws had been committed, I seized and took her to St. John for adjudication, delivering the property into the custody of the Collector of Customs as the statute directs.

I have the honor to be, Sir,

Your obedient servant,

ALBERT BETTS,

Commander of the Marine Police Schooner Water Lily.

To the Hon. P. MITCHELL,
Minister of Marine and Fisheries.

APPENDIX X.

QUEBEC, December 1st, 1870.

SIR,—I have the honor to submit the following report of the proceedings of the Government schooner *England*, under my command for the season of 1870.

On the 31st May last, I left Chatham, Miramichi, and proceeded to Pictou according to the orders I had received from Captain P. A. Scott, at which place I remained till the 20th June, shipping men, guns and small arms, and otherwise preparing for the summer season's work. On the morning of the 23rd June, I left Pictou for my station, which extended from Cape Gaspé to Shediac. From the date of my leaving Pictou until the 1st July, I was employed cruising in the Straits of Northumberland and Miramichi Bay. On the 2nd July I stood along the coast to the northward and entered the Bay des Chaleurs, remaining on that part of my station until the 14th. On the 15th July the *Ells G. McLean* having come to the Bay des Chaleurs, I left for the south part of my station, and remained there till the 20th, when I followed a portion of the foreign fleet of fishing vessels to the northward and remained with them until the 2nd of August. On the 3rd of August I left the Bay des Chaleurs and stood down the coast again, and on the 5th I proceeded up the river to Chatham to have the vessel's bottom cleaned. I left Chatham again on the 11th August, and visited both sides of the Miramichi Bay, as well as Fox and Portage Islands. I then stood down the coast towards Shediac. On the 21st August I stood to the northward and remained cruising around Miscou and in the Bay des Chaleurs, till the 24th, when, being informed that part of the foreign fleet had gone south I followed them, remaining there until the 5th September, when I again worked up to the northward and remained cruising in the Bay des Chaleurs until the 18th, when I stood to the southern part of my station. On the 21st September, having received fresh orders from Captain Scott, I left for Pictou, arriving there on the 25th, and continued to cruise between Cape George and the Straits of Northumberland until the 1st October. On the 3rd October all the foreign fishing vessels having left my station, I received orders from Captain Scott to proceed to Gaspé, and there to embark stores for the lighthouse on the Bird Rocks. This I did, and left Gaspé on the 17th for the Magdalen Islands. In consequence of the excessive bad weather and heavy gales of wind which occurred about this time, I was not only unable to communicate with the Bird Rocks, but had to throw overboard some of the stores to save the vessel from foundering. Having lost three anchors and chains, and one of my boats and being otherwise disabled, I received orders to transfer the stores that remained to the *Lady Head* and to return to Chatham, which I did on the 26th, and on the 31st October I returned the vessel to her owners and discharged the crew.

From my own observations and from what information I could gather in course of conversation with the different owners of fishing stations and fishing vessels, I should say on the whole that the season's fishing had been good. The cod were numerous, but of a small size, that however did not make any difference, as the smaller sized fish has the best market in the Brazil. Mackerel have not been so numerous as in former years, which is accounted for by the fact that they remained on the American coast in large numbers, a circumstance I believe that has never been known before; but what fish did strike the shores of New Brunswick and the Bay des Chaleurs were very fine and large. In the course of conversation with numbers of the American fishermen, I found them as a rule to be perfectly satisfied with the rules and regulations laid down by the Dominion Government for their exclusion from fishing within the three mile limit, numbers of them having arrived on the coast with the idea that they were entirely excluded from the Bay des Chaleurs, and they seemed to be much surprised when I informed them that such was not the case. They seem as a rule to be anything but satisfied with their own Government for not coming to some satisfactory arrangement with the Dominion on the subject.

The herring fishery, on the coast of New Brunswick from Shediac to Miscou, was very good: as many as 10 barrels having been taken by one boat in a night off Eseumiac light.

In conclusion I would beg to state, that not only has the protection policy been a success with regard to the foreign fishermen, but it has done more ; it has brought the subject of the mackerel and halibut fisheries before the people of the Dominion in such a manner that at last they begin to see what a mine of wealth lies at their own doors. Already have Messrs. McKay and Warner, shipbuilders at Quebec, laid down the keels of four mackerel schooners, and another firm on the north shore of Miramichi Bay is building others of the same class. These fisheries form a source of immense wealth to the country ; and if in time the people of the Dominion of Canada should succeed in developing them fully by establishing new markets for fish, and employing increased tonnage and labor in them, the foundations will be laid for our lasting prosperity as a Maritime power.

I have the honor to be, Sir,

Your obedient servant,

G. V. STORY.

Commander of the Marine Police Schooner England.

To Honorable P. Mitchell,

Minister of Marine and Fisheries,

APPENDIX Y.

SIR,—Besides the ordinary duties assigned to *La Canadienne* for the protection of our fishermen and fisheries in the Gulf of St. Lawrence, I was specially instructed, early in the spring, to pay particular attention to and enforce the law relating to fishing by foreign vessels.

In order to comply with these instructions, *La Canadienne* left Quebec on the 23rd of April, and on the 8th of May we were at Magdalen Islands, which is the first fishing station visited by Americans in the spring. I met there with a large fleet of vessels from the States and the Dominion of Canada waiting for herrings. The fish having already struck in and left, this fishery proved a failure. One hundred and nineteen schooners had repaired to these islands for herring fishing, forty-seven of which belonged to the States, but not one of the whole caught a single barrel of herrings.

On the 12th of June the Government marine police schooner *Stella Maris*, whose special instructions were to act in concert with *La Canadienne*, having arrived at the islands, we left her there during the remainder of the mackerel fishing season, which was already far advanced, and sailed for Bay des Chaleurs, Anticosti, and the coast of Labrador, where we had to deliver salmon fishing licenses and settle other matters relative to the fisheries. At the date of our leaving Magdalen Islands, mackerel fishing was poor, and out of twenty-seven schooners engaged in it not one belonged to the States. From the 12th of June to the 24th of July, *La Canadienne* was engaged in the service of protecting the fisheries on the above-named shores, while during the same period the *Stella Maris*, assisted by Her Majesty's ship *Valorous*, protected those of Magdalen Islands and Bay des Chaleurs. We returned about the end of July in time to protect that part of Bay des Chaleurs, where American schooners were now repairing in large numbers for mackerel fishing. On the 23rd of July, in Gaspé harbor, I called on Captain Hardinge, of Her Majesty's ship *Valorous*, and advised him of the places where *La Canadienne* would most likely be during the next fortnight, which I intended to devote specially to the marine police service in Bay des Chaleurs, and we left Gaspé on the following day. On the 25th July, whilst at Percé, I boarded the American schooner *Oliver Alridge*, Captain McDonald, from Gloucester, having on board a crew of sixteen men and forty-five barrels of mackerel. She had called there for water and shelter, and left Gaspé a few hours after notice had been given. Shoals of mackerel were surrounding her on all sides. On the 26th we set sail for Grand River and Port Daniel. We met several American schooners, all outside the three mile limits. On the 27th, I boarded the American schooner *Lant*, Captain Allen, from Gloucester; she had a crew of 13 men, and 110 barrels of mackerel. She had anchored at Port Daniel for water and she left after notice had been given. During the whole of the afternoon we cruised between Port Daniel and Newport without seeing any American schooners. The *Valorous* came into Bay des Chaleurs that day. On the 28th, I went ashore at Port Daniel, and in the evening cruised between that place and Paspebiac. No schooners in view. The *Stella Maris* anchored at Paspebiac during the night. On the 29th we crossed over to the New Brunswick side where a large number of schooners was in view. Arrived at Grande Anse the same evening; every schooner was outside the limits. On the 30th sailed to Paspebiac and boarded the American schooner *Fenian*, Wilson, master, from Boston, 65 tons and 15 men. Anchored there to repair damages experienced in a squall. On the 1st August boarded the American schooner *Ella E. Tanner*, having on board 15 men, 65 tons, 36 barrels of mackerel, which had anchored at Paspebiac for water. She left sometime after with the *Fenian*. We followed them outside the three mile limit, and then sailed for Port Daniel. On the 2nd we sailed for the New Brunswick shore. We met on our way the marine police schooner *England*, bound to Shediac. About five or six miles from Caraquette we came across an American fleet of at least fifty sail. While near Caraquette I was informed that mackerel were very abundant, that they were caught

near the wharves, which had never been done before. On the 3rd, we cruised between Caraqueette and Bathurst, but met with no American schooners. On the 7th, foggy weather, with heavy north-east gale. Two American schooners, the *Clara Champagne* and *Carleton* came into Port Daniel for shelter. The crews were not allowed to go ashore.

On the 8th, the above-named schooners left Port Daniel, and *La Canadienne* sometime after. On the 9th and 10th, foggy and calm weather. No American schooners in view. Sailed for Percé and arrived there on the 11th. At this date we left Bay des Chaleurs under the charge of the *Stella Maris*, and cruised on the coast of Caspé and north shore. On the 29th August, about eight o'clock in the morning, we left Seven Islands Bay and came in sight of a schooner, which appeared to be a foreign one, and seemed to be on the look out for an anchorage ground for fishing. Being almost sure that she was an American schooner, we sailed in her direction, and at one o'clock in the afternoon I boarded the American schooner *Lizzie A. Tarr*, Self, master, from Gloucester. She was anchored at the western point of St. Margaret's Bay, on the north shore of the river St. Lawrence, at about 350 yards from the main land. Five lines were set between the schooner and the land, and all boats requisite for fishing were ready near the schooner. Having examined the vessel's papers, I informed the captain that it was my painful duty to seize his vessel with all its appurtenances for violation of the law relating to foreign fishing vessels. I ordered the lines to be raised, and on these, being brought aboard, were ten halibuts. The precautions necessary in cases of seizures being taken, as required by my special instructions, both schooners set sail for Quebec, where we arrived on the 1st September. A few weeks after the schooner was condemned by the Vice-Admiralty Court and afterwards sold at public auction. She was bought by the owner for \$2,801. Having concluded our business at Quebec, we left on the 15th of September for the Gulf where our services were further needed. On our arrival at Bay des Chaleurs on the 10th of October, mackerel fishing was over and the schooners had left. I was, however, happy to learn that during our absence the *Stella Maris* had so efficiently performed her duty that no American schooners violated the law which prohibits them from fishing within a limit of three miles, and the people of Bay des Chaleurs all agree in saying that the shores of Bonaventure and Percé never were so efficiently guarded.

It not being part of my duty to board foreign vessels fishing in Canadian waters at the requisite distance from shore, I cannot give their exact number; but from information received whilst boarding schooners at Magdalen Islands, Bay des Chaleurs, and on the north coast, I may safely estimate their number at 300, averaging 68 tons each, having an average crew of 14 men. Forty-seven American schooners visited Magdalen Islands this spring. Their names are given in a list attached to this report. Of the 300 schooners above named, 270 which fished for mackerel had but poor success, taking only about 110 barrels each. The remaining 30 which fished for cod had full cargoes.

Before concluding this report, I must say that on each occasion when I boarded American schooners, I was always received with civility; and although the severity of our laws was complained of, I did not meet with a single crew which did not admit that the first cause of this severity arose from the action of the United States Government.

I have the honor to be, Sir,

Your obedient servant,

N. LAVOIE,

Commander *La Canadienne*.

To the Hon. P. Mitchell,
Minister of Marine and Fisheries.

APPENDIX Z.

ST. MICHEL,

19th December, 1870.

SIR,—The schooner *Stella Maris*, arrived at Quebec, from Cape Chatte, on the 4th May, 1870. The following day I visited the vessel, found that the owner had complied with the conditions of his tender, and I received his schooner.

Having received your instructions, I was ready to sail, but was detained in Quebec through the arms and ammunition being delayed on their way down from head-quarters. On the 28th of May we set sail from Quebec for Magdalen Islands, my first destination, where I was to meet Commander Lavoie and receive from him instructions as to the limits of my cruising ground. No American vessel had entered that place since spring. On the 10th I sailed from Gaspé Basin to Magdalen Islands, where I arrived on the 15th. During my stay of eight days at Magdalen Islands, lying in Amherst Harbor, and engaged in herring and mackerel fishing. I also visited Pleasant Bay, accompanied by J. J. Fox, Esq., and found no nets in contravention to the law, all being laid outside the channel. American fishing vessels were all gone from Amherst when I arrived, and none came there during my stay at that place. On the 15th an American Government steamer, the *Frolic*, Captain Wilson, anchored in Pleasant Bay. I called on him and was received with great kindness, and next day he returned my visit. On the 18th spring mackerel fishery was over and there were only three schooners from the Maritime Provinces lying in Amherst Harbor. On the 19th I left Magdalen Islands for Gaspé, where I arrived next day. No American fishing schooners had anchored in Gaspé Basin since my last visit. On the 23rd, both commander Lavoie and I sailed from Gaspé Basin for Perce. Commander Lavoie sailed at 11.30 p.m., for Labrador, leaving me to protect the Canadian side of Bay des Chaleurs during his absence. Cod fishing was good at Perce, and would have been better, but for the scarcity of bait. No American fishing vessels had anchored there since the opening of navigation. Very few American fishing vessels had been seen at Paspebiac since spring, while last year, about the same time, over ninety American schooners had anchored there in the course of one day. On the 28th I left Paspebiac for a cruise down the Bay des Chaleurs and anchored at Perce, having seen a few fishing schooners on my way down to that place, but they were all standing well out of the limits. On the 30th I boarded an American fishing schooner, being the first that had called there since spring. On the 1st July I sailed for Gaspé Basin, where I had to call for provisions, wood and water. No American fishing vessels had entered Gaspé Basin since my last visit. I saw no American fishing schooners on my way to Perce, and none had called there since my last visit. On the 4th I left Perce for a cruise up the Bay des Chaleurs. On my way up from Perce to Carleton, eighty-six miles distance, I saw twelve schooners that I took to be Americans, all were standing well out of the limits, the nearest to the shore, by the bearings of the land, was five miles off. No American fishing vessel had entered Carleton Bay since the spring. On the 6th I left Carleton for a cruise down the Bay des Chaleurs. On the 7th I anchored at Paspebiac, I saw no American vessels on my way down to that place. I sailed for Perce and passed close to Port Daniel. I met no American schooners; but saw four United States fishing vessels outside of the limits. I anchored in Gaspé Basin, where I had to call to repair damages and purchase firewood. Three American fishing vessels anchored in Gaspé Basin, for repairing damages and for water. I met Felix Painchaud, Esq., from Amherst Harbor, just arriving from Magdalen Islands, who told me that very few American schooners had visited the Islands since I was there last. At Perce I boarded nine schooners, anchored there for different purposes, five of them were American schooners. I was told at Perce that the day previous ten fishing schooners had anchored there. The fishing schooners having all left, I set sail for Magdalen Islands, 140 miles distant where I arrived on the 12th, and anchored at L'Etang du Nord. Very few American fishing schooners had

been there since spring. At Grosse Island, thirty miles distant, I boarded seven American schooners, three of whom I had boarded before in Bay des Chaleurs. There are about fifteen families on that Island, living chiefly by fishing. I was told that last year 200 American fishing vessels anchored there at one time, and they had no complaint to make against any of these vessels.

The following schooners had arrived at House Harbor, from Labrador, loaded with cod fish :—

Name of Schooner.	Name of Captain.	Port.	Tons.	Men.	Cwts. of Codfish.
Mary.....	N. Arseneau.....	House Harbour.	40	10	450
Temperance.....	E. Arseneau.....	" "	40	10	500
Greenock.....	Wm. Terriau.....	" "	41	10	450
Archangel.....	N. Jonphe.....	" "	40	10	600
Jenny Lind.....	N. Cyr.....	" "	39	10	450
Anny.....	T. Terriau.....	" "	41	10	450
Flirt.....	N. Boudreau.....	" "	42	10	500
Two Brothers.....	Frs. Terriau.....	" "	42	10	500
Total.....			325	80	3,900

No American vessels had been seen off House Harbor since my last visit. At House Harbor there are about 100 barges employed in cod fishing at L'Etang du Nord, about sixty, at Grosse Island about thirty, at Amherst Island about eighty.

I was shown by Mr. Johnson, of House Harbor, seal oil of his own manufacture, as clear as crystal. I left Magdalen Islands for Perce, after sailing all round them, and called at every place. On my arrival at Perce I boarded an American fishing schooner. No other American schooners had called there since last visit. I noticed some very large schools of mackerel at Perce. Mr. Charles Robin's establishment employs seventy-seven barges, each of them was catching daily from three to four drafts. There are about eighty barges at Cape Cove fishing for cod, which was reported to be abundant.

I was told that two fishing schooners had been seen fishing inside the limits, off that place, some days past, but they could not tell if they were American or not.

H. M. steamer *Valorous* came close to the schooner and stopped her engine. I went on board and saw Captain Hardinge, with whom I consulted. I left Cape Cove for Point St. Peter. No Americans reported as having fished off that place. Cod fishing there as well as at Malbaie was middling. I noticed some very large schools of mackerel at Malbaie. At Point St. Peter there are about 80 barges and 4 large fishing establishments. At Perce I boarded an American fishing vessel lying there for shelter. Cruised up the Bay des Chaleurs. The first American schooner that I met on my way up was off Point Maquereau $4\frac{1}{2}$ miles from the shore. On the 23rd I anchored at Paspebiac, having seen 12 American schooners on my way up to that place. I boarded an American vessel that had called there for shelter. Cruised up the Bay towards Carleton. No American schooners had been at Carleton since my last visit, and I saw none on my way up to that place.

Being in doubt respecting the rights of French fishing vessels to enter our waters for fishing purposes, I applied to the Department for advice in the matter, and received the following instructions :—

DEPARTMENT OF MARINE AND FISHERIES,

MARINE BRANCH, OTTAWA, 2nd August, 1870.

Sir,—Your progress reports of 20th and 26th ultimo, mention the boarding of several American and French fishing vessels, the names, masters, ports, and tonnage of which are not given. This is very unsatisfactory,—these particulars should be always procured and stated.

Vide par.: 4 at p. 7, of your "Special Instructions." Regarding all foreign fishing vessels, you should perceive on reference to your instructions, that the only ones having any claim to fish along our coasts or enter our bays and harbors are United States fishing vessels. They have certain specified privileges as described in the instructions under treaties with Great Britain. But no other foreigners have any similar privileges, as no like treaty arrangements exist in our waters. You must therefore cease to treat other foreign fishing vessels and fishermen on the same footing as Americans.

I have the honor, Sir,

(Signed,)

W. F. WHITCHER,

For the Hon. Minister of Marine and Fisheries.

L. H. LACHANCE,
Gaspé Basin.

I was told that more cod fish was caught this season in the mouth of Bay des Chaleurs than for the last 25 years. I saw no American schooners on my way down to Paspebiac. During the night my assistance was required by Mr. Charles Robin's agent, to keep peace and order on board of one of their vessels. I sent one of my officers with a body of armed men. I boarded four American fishing vessels that had called there for different purposes. On my way down to Port Daniel I met two American schooners at anchor for water. I boarded them; they left immediately after taking water. I then sailed for Port Daniel. On the 31st I boarded two American schooners that had called there for water, and left for Perce, where we arrived on the 1st August, having seen fifteen fishing schooners on our way down, but all well out of the limits. No American fishing vessels had anchored at Perce since my last visit. Saw no American vessel from Perce to Gaspé. A schooner just arriving from Anticosti reported that before he left that island there were some American schooners fishing inside the limits. I reported that fact to Commander Lavoie who said that he would call there on his way to Labrador. I saw no American vessel on my way up to Port Daniel. *La Canadienne* sailed for Perce, and from there to Labrador, leaving me to protect the Canadian side of the Bay des Chaleurs. I left for Paspebiac, having boarded an American schooner before leaving. Arrived at Paspebiac, 23 vessels had just anchored there, 17 of them were American. As I boarded these vessels one after another, I told the masters to keep their men on board as much as possible and not allow them to go ashore only when absolutely necessary, so as to avoid in that way the disorders of last year, but at the time most of the men were gone ashore. As there are two taverns at Paspebiac, (two too many) and fearing disorder ashore, towards evening I took an armed body of my men ashore with me and stationed them around the taverns which were already full of visitors. There were about 200 men ashore. A few trifling quarrels arose amongst themselves that were easily stopped, but none of the inhabitants of the place were troubled. As was the case last year this was owing to the presence in port of our vessel. At 9 p.m., with difficulty, I got the taverns closed and sent the men on board their respective vessels and everything went on quietly. Next morning the vessels all left except one that had to stop there to repair damages. Some American schooners had called there since my last visit, but they were boarded partly by some other Dominion schooners. On the 8th I sailed for a cruise up the Bay des Chaleurs towards Carleton, and when off New Carlisle I noticed a schooner standing about two miles from the shore. When I came about a quarter of a mile from here, she hoisted her head sails, jib and flying-jib in a hurry, as if trying to run away from me. I ordered my ensigns to be hoisted; they

answered by fastening an English ensign in their main rigging. I thought that there was something suspicious in her conduct and decided to board her if possible. I started chasing her, and in spite of all my signs, seeing that she would not stop for me, I ordered to fire a blank cartridge; she still continued on her course. I waited for about ten minutes, when I ordered a bullet to be fired across her bow. She hove to. I then went on board with twelve men, and an officer in the boat. I got the captain to show me the vessel's papers, which I found correct. She proved to be the *Harriet*, Captain Dolphin, from Chester, Nova Scotia, 55 tons, 15 men, and 220 barrels mackerel. I blamed him for not heaving to when I fired the first shot. From New Carlisle to Black Pond I saw five schooners, but they were all standing outside the limits. On the 9th I anchored at Carleton, where all was well. No American fishing vessels had been there since my last visit. On the 10th I sailed for a cruise down the Bay des Chaleurs. I saw no fishing schooners on my way down to Paspebiac, where I anchored on the 11th. No American schooners had called there since my last visit. I noticed a few schools of mackerel on my way down. I counted seven schooners fishing about five miles off Paspebiac. On the 12th I sailed for Port Daniel and Perce and anchored at Port Daniel, where I boarded four vessels from the Maritime Provinces. I was told at Port Daniel that cod was very abundant from Bathurst to Heron Island. On the 13th I sailed for Perce and saw but one fishing schooner on my way down to that place. Summer cod fishing was over at Perce. It proved to be better than last year. As the inhabitants of Perce, consulting their own interests, have prohibited the sale of intoxicating liquors, by refusing to grant licenses this year, order and peace has been hardly troubled this summer, while last season quarrels and fights used to be very frequent. No American schooners had called there since my last visit. On the 15th I boarded an American vessel that had called there for shelter. On the 16th I set sail for Grand River. No American vessel had anchored there since last spring, and none had been seen inside the limits off that place. From Grand River I sailed for Cape Cove and met one of Mr. Thomas Savage's schooners, the *Heroine* with 1,016 cwts. of codfish from Magdalen Islands. I boarded an American schooner. On the 17th I set sail for Gaspé Basin, but saw no American schooners on my way there. On the 19th I sailed for the Peninsula, three and a half miles below the Basin, and boarded two vessels from the Maritime Provinces. While lying at the Peninsula where the vessel had to undergo some repairs, and having heard before leaving Gaspé Basin that some American fishing schooners were at Fox River fishing within the limits, I took eight men and an officer with me, with the intention of proceeding as far as Fox River, to prevent their poaching. After three hours' walk, we reached Griffon's Cove, about twelve miles from the Peninsula, where we found everything in order. No American vessels had been seen fishing off that place since spring and those reported as fishing off Fox River were gone. On the 20th I came back from Griffon's Cove to the Peninsula to join my schooner, and next day sailed for a cruise up the Bay des Chaleurs. I saw no American fishing vessels from Gaspé to Carleton, where I arrived on the 22nd. No American vessels reported since my last visit. I saw no American vessels on my way down to Perce and none had called there since my last visit. No American schooners had been seen about Grand Grève during the summer. On the 31st I sailed for Perce. On the 1st September, while setting sail for a cruise up the Bay des Chaleurs, I received a message directing me to proceed immediately to Gaspé Basin and sail from there to Magdalen Islands. I made it once for Gaspé, but it was too late at the time and my services were not required. Having heard that during the gale of the 4th two large vessels had been wrecked at Fox River, I sailed for that place, as there were no American fishing vessels in Bay des Chaleurs at the time. Whilst at Malbaie I heard news of the wrecks at Fox River and understood that my presence was not required. On the 19th I set sail for a cruise up the Bay des Chaleurs. When off Cape Cove I noticed some very large schools of herring. A very bad practice and very injurious to the herring fishery, has prevailed on Shippegan Bank for these last few years; it is to allow fishermen to set their nets on moorings. If after their nets are set, it comes on to blow, they lose them with the fish caught in them; the fish rots on the bottom and spoils the spawning beds. A

proof of that was the decrease of the herring fishery on that bank for these last five years. On the 14th left Carlton for a cruise down the Bay des Chaleurs, on the 15th, anchored at New Carlisle, where I remained only a few hours, and sailed again for Paspébiac, where I received instructions to proceed immediately to Bryon Island and make some enquiries about some sheep supposed to have been stolen by the crew of an American fishing schooner, and try to find out the parties accused of the theft, and punish them according to the law, if found guilty, or fishing inside of three marine miles. I hastened to obey your orders and sailed at once for Bryon Island, where I arrived on the 17th. On the following day I landed on the island, and I made all possible enquires about said theft and wrote the full particulars of it to the Department. There were no proofs that this theft had been committed by the crews of American schooners. The inhabitants of Bryon Island seemed well pleased, when I told them that the Minister had sent me there on purpose to enquire about said theft. They had no complaint to make against any other American vessels, although a good many visited the island during the summer. On the 20th I set sail for House Harbour, and on the 21st, at Amherst Harbour, met with Commodore Scott of the Dominion steamer *Lady Heaw*, who had been sent there by the Department on some business. On the 23rd I boarded a trading vessel from Halifax. While waiting at Magdalen Islands, I sounded the entrance to Amherst Harbour and laid down three small buoys. I also visited the light house erected on S. Point of Amherst Island. On the 28th I took on board J. J. Fox, Esq., Collector of Customs, and sailed for Bird Rocks, to see whether the useful light house built there had been lit. It was so for the first time on the 20th September. It throws a good light and every mariner should be thankful to the Marine and Fishery Department for the erection of a light by which so many disasters will be avoided. The yield of fish and oil at Magdalen Islands is more than an average one. One of the Dominion schooners will be required there early next spring for the herring fleet and I would suggest in the meantime that three small buoys be sent to Magdalen Islands on board of the first Dominion schooner, to be laid in the entrance of Amherst Harbour. On the 30th I sailed from Amherst for Paspébiac. A few hours after I had left, I met *La Canadienne* just arriving from Quebec and the coast of Labrador. I experienced some very rough weather on my way across to Perce, where I arrived on the 1st of October. On the 3rd I left Perce for a cruise up the Bay des Chaleurs. I saw no American vessels on my way to New Carlisle. On the 5th I set sail for a cruise down the Bay des Chaleurs. On the 7th I anchored in Gaspé Basin, having experienced very rough weather in Gaspé Bay. I saw now fishing schooners from Paspébiac to Gaspé. Not an American fishing schooner has been seen off or at Carleton for the whole summer, while last year over thirty American fishing schooners anchored in Carleton Bay at one time. The number of vessels that anchored at Paspébiac has been a good deal smaller this year than last. I arrived at Quebec where the crew and vessel were discharged, on the 1st of November. In concluding this report, I beg to remark, that the cruise of the *Stella Maris* lasted five months, and though no seizures were made, I am nevertheless under the impression that I have done my duty in the delicate task entrusted to me. The schooner *Stella Maris* though small, gave me satisfaction in every respect. I cannot close this report without saying a word about the officers and men of my vessel. The officers were most attentive to their duties; the men sober and respectful to me and their officers, and always glad and ready to do any thing in the interest of the service. I gave my men drill instructions as often as possible and it affords me pleasure to say that their progress was highly satisfactory.

I have the honor to be,

Sir, your most obedient Servant,

LOUIS HONORIUS LACHANCE,

Commander of the Marine Police Schooner, *Stella Maris*.

To the HON. PETER MITCHELL,
Minister of Marine and Fisheries, Ottawa.

APPENDIX AA.

Royal Alfred,

BERMUDA, 15th December, 1871.

MY LORD,—I have the honor to forward herewith for your Lordship's information, a copy of my letter to the Lords Commissioners of the Admiralty, on the subject of the Canadian Fisheries, together with copies of the Reports from the respective Commanding Officers of Her Majesty's ships, which were employed on this service during the past season.

I have the honor to be, My Lord,

Your Excellency's obedient servant,

(Signed,) E. G. FANSHAWE,
Vice Admiral and Commander-in-Chief.

His Excellency, the Right Honorable,
Lord Lisgar, G.C.B., G.C.M.G., &c., &c., &c.
Governor General.

(Copy—No. 55.—8 Enclosures.)

Protection of Canadian Fisheries.—General Report for 1870.

Royal Alfred,

HALIFAX, 22nd November, 1870.

SIR,—The Fishery season on the Canadian Coast having drawn to a close, I beg to forward herewith the Reports in original from the several officers in Command of the ships employed on this service.

In forwarding these reports, I beg leave to offer the following observations.

2. As stated in my answer (letter No. 41, of the 16th inst.), to the specific question put to me in their Lordships' letter, of 15th October, No. 20, M. I believe that no great diminution in the difficulty of enforcing the law against illegal fishing, was caused by such additional stringency as could be applied to the protection of trade after the withholding of the Licenses. Consequently no material increase in the difficulty will ensue from the relaxation recently enjoined by the Government.

3. The strong interest that both the resident British Traders, and the United States Fishermen have in maintaining the Trade, would, in my opinion render its suppression extremely difficult, even were it thought judicious to continue the attempt whilst the combination between these two bodies to evade British Law, and the sympathies arising therefrom, must be very undesirable.

4. But though the effect of prohibition to Trade in checking illegal Fishing, has been feeble, the irritation produced by it on the United States appears to have been relatively great.

It must however be evident that the number of the United States Fishermen who frequent the Fisheries is too large, and their determination to trespass upon Colonial Coast Fisheries too general to admit of the Law being maintained, without the adoption of vigorous repressive measures.

5. I am of opinion that the three objects of—

1st. Protection to the Colonial Fisheries.

2nd. Unrestricted commerce for the Colonial Traders.

3rd. Avoidance of all reasonable ground of irritation in the United States

May best be accomplished by an adequate Colonial Preventive Force, systematically organized, in which the stationary Civil Officers, and the Commanders of the vessels should be furnished with sufficient powers, and with well defined instructions.

This would certainly involve a considerable extension of the Colonial means now employed, and a corresponding increase of expense ; but I apprehend that the latter would be more than compensated, by efficient protection to the Colonial Fishermen on their own grounds, and by unrestricted liberty of Commerce to the Traders.

6. I think also that proceedings at law would be more simple, and more readily brought to a termination, where the captor was a Colonial Officer, acting under Colonial Law.

7. The presence of ships of war is necessary so long as ships of war of the United States are stationed off the Coasts, and they are always useful as auxiliaries when so employed, but they are not suited for the general requirements of the preventive service, which should mainly be carried on by vessels similar in appearance and rig to the fishing vessels.

I have, &c.,

(Signed,)

E. G. FANSHAWE,
Vice Admiral.

The Secretary of the Admiralty.

(Copy.)

Report on the Fisheries on No. 1 and 2 Stations.—Bay of Fundy.

H.M.G.B. *Britomart*,

HALIFAX, N. S., November 18th, 1870.

SIR,—I have the honor to report that I arrived in the Bay of Fundy on July 27th, with orders to relieve H.M.S. *Plover*, and to take charge of Fishing Station No. 1. Before leaving St. John, N.B., on August 1st, I received further orders to relieve the *Cherub*, and take charge of her Station (Fishing Station No. 2), as well.

2. At that time the only fishing that required looking after, was the mackerel fishing in St. Mary's Bay, N.S.

The mackerel generally strike up the Bay about the middle of August, but this year they were a fortnight earlier than usual. Vessels from all parts of New Brunswick and Nova Scotia were engaged in the Fishery.

At the beginning of August there were a few Americans in the Bay, they left immediately they received information that there was a man-of-war cruising.

The inhabitants on the Nova Scotia Coast from St. Mary's Bay to Cape Sable, I believe, prefer the Americans coming in, as they are in the habit of selling them stores, bait and ice, and give them every information as to my movements.

The Fishermen, very few of whom belong to that coast, disliked the Americans fishing.

With a man-of-war in the Bay of Fundy, occasionally looking into St. Mary's Bay, it is not worth an American vessel's while running the risk of fishing there, St. Mary's Bay being little over six miles broad in any part, which of course greatly increases the danger of being taken. They also, in the months of August and September have good mackerel fishing on their own coasts off Mount Desert, their principal difficulty being want of bait, which they try to obtain at Grand Manan. The mackerel fishing is all over about the middle of September.

The take this season was only fair, the fish not biting well, though they were very plentiful.

3. The Mackerel fishing being over, nearly all the fishing on Station No. 2 is much beyond the 3 mile limit, principally on the banks off Cape Sable and Seal Island for Cod and Halibut. It is carried on all the winter.

The Americans keep their fish in ice, which they purchase along with all other stores at Nova Scotia ports, principally Stoddart Cove (Shag Harbour), and Yarmouth.

A preventive force on shore would be much more effectual than a man-of-war for stopping this infringement of the Treaty.

4. In the months of August and September, the principal fishing on Station No. 1, is for herring, on the Rippling off Grand Manan beyond the 3 mile limit, the only in-shore fishing being carried on by small boats for Cod, Pollock and Haddock.

5. Between Campobello and Deer Island, the American and New Brunswick Boats all fish together, and are perfectly good friends. Small boats also cross over East Point and Lubic, to the Northern Head of Grand Manan and fish along with the Grand Manan boats.

There are never more than two or three men in a boat. This would be very difficult to stop entirely, the people on the boundary having the same names, and being so inter-married, and of course the boats carry no papers.

A system of numbering all British boats was attempted, but did not succeed, the Americans immediately copying the numbers.

The Herring fishing on the "Rippling" was good, the Cod and Pollock fishing below the average.

6. The strict preservation of the spawning ground at the southern head of Grand Manan is most important; it is well looked after by Mr. McLaughlin, the Fishery Overseer at the southern head. I called in several times during the close season from July to 15th October, and never found a vessel fishing. Mr. McLaughlin informed me he never had so little trouble before to keep the spawning ground clear, and attributes it to the knowledge the Americans had, there was a man-of-war cruising in the Bay. The good effects of this preservation have been most apparent this year. The weir fishing at Grand Manan has been improving for some time, and this season many of the weirs were fishing so well that many of the owners could not get boats or men enough to take nearly all the fish out.

Mr. Ingersoll who owns the establishment at Long Island, Grand Manan, had filled his smoking houses containing 6,000 boxes by the middle of September, and after that time was converting the herring into oil and manure.

This I was informed was quite a new source of profit at Grand Manan. The herring are crushed to get the oil.

The remainder is manure,—worth at Boston \$14 a ton, on the spot \$10. On Mr. Ingersoll's premises 27 barrels of oil had been made by two men in the week ending September 24th. It takes two hogsheds of herrings to make a barrel of oil, four barrels of herrings going to the hogshed, and 25 boxes to the barrel, and about 5 hogsheds or 500 boxes to a ton of manure.

At Woodward's Cove, also on the eastern side of Grand Manan, 120 barrels of oil had been made that same week. The oil is valuable for leather and machinery. The manure is equal to guano.

At White Head Islands the south eastern island, off Grand Manan, they put up last year 190,000 boxes of herrings, and were expecting to exceed that quantity this season. The other establishments were doing equally well.

The weir season commences about the end of August, and continues till the end of December.

I found many of the inhabitants very anxious to have an Inspector appointed who could brand the herrings and whose mark could be known and trusted. They thought that if that were done Grand Manan herrings would soon fetch as high a price as the celebrated "Digby Chickens"; at present they fetch little over half.

7. On the 15th October, the close season being at an end, a large number of vessels collect about Seal Cove for the herring fishing: there were between 40 and 50 schooners there when I left on November 2nd. At that time there were no Americans there; three I heard had been fishing from Three Islands, but left when they found a man-of-war had arrived. There were many vessels lately turned over from the American flag, and owned

at Eastport and Luebec ; they mostly said "they belonged to Deer Island," and all had British registers from St. Andrew's, N.B. I found our own fishermen disliked these vessels very much.

The very few days the weather had been fine enough to set the nets, the fishing had been exceedingly good both in Seal Cove and off Three Islands. Three years ago not a herring used to be caught off the latter place.

The fishing continues at the southern head till about Christmas. The herrings then after a short stay at the northern head, strike the coast of New Brunswick between Port Lepreau and L'Etang Harbour, the fishing lasting there till March.

8. I found there was very little fishing on the coast between L'Etang and Lepreau in the summer and autumn. At Beaver Harbor, about the largest settlement on that coast, they only put up about 2,000 boxes of herrings. Their chief dependence is the winter fishing. They have been in the habit of selling frozen herrings to the Americans, who come there in large schooners of 80 or 100 tons to purchase them, paying for them in cash.

Wherever I went I found the people most anxious to know whether the Americans were still going to be allowed to come and purchase the frozen herrings ; if they were not, they had no other market for them, and the duty was so heavy they could not afford to take them into American ports themselves. At the same time they wished to have the Americans prevented from fishing on their coasts. Mr. Best, the fishery warden at Beaver Harbor, N.B., informed me he often saw 20 or 30 American vessels fishing, but he has no boat at his disposal or any means of preventing it, though he has occasionally been able to seize their nets when ~~not~~ very close to the shore.

9. Suggestions for the improvement and better protection of the herring fisheries at Grand Manan.

10. Inconclusion I would respectfully suggest that Mr. McLaughlin should be allowed a boat and crew. At present he is dependant on a volunteer crew, and has often difficulty in getting one, especially in rough weather, therefore he cannot always prevent the infringement of the Fishery Acts, such as setting nets on Sundays, &c. I should also suggest that his authority be extended to the "Three Islands" to prevent illegal fishing. There is nobody at present in charge there, the Americans knowing this, make it a place of resort. I think if these steps were taken, together with the occasional visit of a man-of-war, the important herring fishery at the southern head of Grand Manan would be effectually protected.

11. I think it would be most advantageous to Grand Manan if an Inspector of Fish was appointed to brand the boxes and barrels officially. He also might have charge of the weirs and enforce the local laws. At present many of the weirs are much too close together, especially between Whitehead and Cheyne Islands, clearly against sections 3 and 4 of the Fishery Regulations respecting fishing in the rivers and streams of the County of Charlotte, New Brunswick.

12. In accordance with article 5 of the fishery instructions, I beg to enclose the Pilotage Report of the navigating officer.

I have, &c.,

(Signed), BASIL E. COCHRANE,
Lieutenant and Commander

Vice-Admiral Edward G. Fanshawe,
Commander-in-Chief.

(Copy—Fishery Report No. 10, A.)

Annual Report on Fishery Station No. 4.

H. M. S. *Lapwing*,

HALIFAX, N.S., 7th November, 1870.

SIR,—In compliance with Article 3 of the Fishery Instructions I have the honor to make the following report on the state of the fisheries on No. 4 Station, comprising the west coast of Cape Breton and east coast of Prince Edward Island.

East Coast of P. E. Island.—1. The fishing on this part of the station did not come much under my notice, as it was confined almost exclusively to East Point, about eight to thirteen miles off shore, which was beyond the limits of my station.

Port Hood.—2. The inshore fishing in the vicinity of this Port has, by all accounts, been greatly above the average, the mackerel coming in through the Gut of Canso about the commencement of June, when there was an immense catch in this harbor. They then went northward towards East Point and off Sea Wolf Island and Cheticau.

The herring fishery here has been excellent. The summer herrings came in in July, the fall herrings for three nights in September, and I believe that as much as 10,000 barrels were caught off Henry Island and outside Smith's Island.

The cod fishery here has not been remarkable.

This Port seems to be a great harbor of refuge for the American schooners, about 50 of them were frequently at anchor at a time, and previous to the treaty large supplies were obtained from the storekeepers on shore, but owing to the constant presence of a man-of-war, the traders now derive but little, if any profit.

The general feeling here is that the abrogation of the license system and stringent manner in which the laws have been enforced have had the effect of greatly improving the catch of the inshore and coast fishermen.

Sea Wolf Island.—3. The best fishing ground in this neighborhood is off the east end of the Island, and off Broad Cove, where a portion of the American fleet fished for a few days during the month of September, but this locality is but little frequented.

I may here add that a company (Grange, Connor & Co.), have an establishment on the Island for curing mackerel, on the same principle the salmon are cured during their season in the Margaree River.

The company obtain their fish from the inshore fishermen.

Cheticau.—4. The principal fishing ground for mackerel in this neighborhood appears to be off Friar Head, but very few American vessels have been seen here this season, and the catch has been very limited.

There is a large establishment on this Island for curing cod fish owned by a Jersey company (Philips, Robin & Co.), which are very plentiful on the banks off the Island. The mackerel begin here in August and go north at the end of October.

In spring there are a few herrings here, but no "fall" herrings; the cod is the staple of export.

Gut of Canso.—5. This high-road to the fishing grounds seems to have been very much overlooked. There is scarcely ever a man-of-war there, except when passing through, and the Collectors of Customs find it impossible to enforce their authority, having no force to assist them. The sympathies of the inhabitants are entirely with the Americans, as the schooners are principally manned by men who are natives of the Strait of Canso; storekeepers and traders derive large profits from their intercourse with the crews.

General Remarks.—6. Remarking generally on the means adopted for the more effectual protection of the fisheries, I would beg to submit that in my opinion an increased number of Dominion schooners rigged and equipped in all respects similar to the fishing vessels, and attached as tenders to a stationary man-of-war, in one of the principal ports in the bay would be least expensive, and would carry out in a more effectual manner the ideas of the Government for the suppression of the encroachments of the American fishermen.

I consider also that it is most important that all vessels employed in the fishing trade should be compelled not only to show, but to hoist their colors when in the presence of a man-of-war as great difficulty is experienced among a large fleet in distinguishing American from Colonial vessels.

The bait with which the Americans are supplied is far superior to any which can be procured in this country, to which may be attributed in a great measure the success of the Americans previously to the recent restrictions, although even now the local fishermen complain that they have no chance while an American schooner is fishing near them.

In conclusion, I would point out that the Collector of Customs at my headquarters at

Port Hood has complained to me that as he has no boat or men at his disposal, he is utterly unable to enforce his authority. This would appear to be a matter of great importance to the local interests of the Port.

I have, &c.,

(Signed),

CHARLES G. F. KNOWLES,

Commander.

Vice-Admiral Edward G. Fanshawe,
Commander-in-Chief.

(Copy)—Fishery Correspondence—No. 5—2 Enclosures.

Report on Fisheries called for by Article 3 of Fishing Instructions.

H.M.S. *Philomel*,

HALIFAX, N.S., 28th July, 1870.

SIR,—1. In accordance with Article 3, Fishing Instructions, I beg to report on the Stations No. 4 and 5. Owing to the short time I was employed on the Fisheries, from June 27th, to July 21st, and the fact that the fishing on the Station I was employed on, does not commence until the end of June or beginning of July, I have but little to communicate.

2. From the information received at the Magdalen Islands, I was given to understand that the herring fishery had been a failure, owing to the quantity of ice at that place the vessels could not reach them in time, and by the time the vessels had reached there the herrings had gone.

3. The Mackerel fishing had commenced off the coast of Prince Edward Island about the 15th July, and schooners were arriving constantly from the Gut of Canso, as we found when off Surveyor Point, near East Point.

4. With regard to the best means to be adopted for the protection of Fisheries, I would suggest that cruisers should cruise at night time without lights within the 3 mile boundary. They would then be able to make seizure of interlopers and foreigners, for nothing but vigorous measures and constant seizures will ever deter Americans from fishing. In the day time a chance of seizure is almost kopeless, as the vessels hover within the boundary with the main sheet off, head sails down, head to wind, but on a cruiser being seen they immediately hoist their head sails and get on a debateable position, but at night time by putting out all lights they might be easily detected fishing, and consequently seized; and such a course alone must be adopted, to effectually protect the Fisheries.

Subjoined is a list of vessels boarded, and the Navigating Officer's Report on the Pilotage.

I have, &c.,

(Signed),

DOUGLAS WALKER,

Commander.

Vice Admiral,
George G. Wellesley, C.B.,
Commander-in-Chief.

(Copy)—No. 9.—1 Enclosure.

Report on Fishery Station No. 3, East Coast of Cape Breton.

H.M.S. *Royalist*,

HALIFAX, N.S., 1st November, 1870.

SIR,—In compliance with directions contained in Article 3 of my Fishery Instructions, I have the honor to report my experiences of the Fishery season of 1870, on Station No. 3, east coast of Cape Breton.

1. The spring Mackerel catch was below the average, and bait was very scarce.
2. The Autumn Mackerel strike was good, and the fish in good condition. Large quantities were caught by small boats close to the shore, and in the Bays and Harbors.
3. The presence of a man-of-war on the coast has a very wholesome effect in frightening off the Americans, who would otherwise encroach and put into harbor for supplies which they are not permitted to get; but the vessels best suited for capturing the encroachers are the Dominion Schooners, which are very similar in appearance to the American fishing vessels, and consequently deceive them as to their character.
4. I would mention that the Collectors of Customs at the places I have been at, informed me that they had no instructions to prevent American fishing vessels from being supplied with ice, bait, &c., and I heard that vessels ordered out of harbors by me, had returned after my departure, and taken in the articles I had forbidden them from receiving.
5. I beg leave to enclose a Report by the Navigating Lieutenant, on the Navigation and Pilotage of the Station.

I have, &c.,

(Signed,)

RICHARD S. BATEMAN,
Commander.

Vice Admiral,
Edward G. Fanshawe,
Commander-in-Chief.

(Copy)

Report on Fisheries Nos. 2 & 5 for the season of 1870.

H. M. GUNBOAT "*Cherub*" AT HALIFAX, N. S. 19TH NOVEMBER, 1870.

SIR,—I have the honor to submit my report on Fisheries Nos. 2 and 5 for the past season.

During the time I had charge of No. 2 Station the principal fishing was for Cod, Halibut, and Haddock, and generally took place on the Ledges outside the 3 mile limit.

Very few vessels were employed on the coast until July, when the Mackerel appeared in St. Mary's Bay, and a large number of vessels assembled.

Early in April, herrings are caught in Annapolis Basin.

Our fishermen complain that the Americans enter the Basin and set their nets, there being no man-of-war at that time of the year to prevent them.

I left the station in the beginning of August and proceeded to No. 5 Station under the orders of Commander Poland of H. M. Ship *Plover*.

The fishing on this coast was almost exclusively for Mackerel, and was much visited by the Americans. The fish have been plentiful and large, but the frequent gales have much interfered with the autumn fishing.

The Canadian Government appears to have adopted the best method of enforcing the laws.

A few schooners chartered for the season and attached to the ships on the fisheries, would materially assist in their protection.

The Collectors of Customs should be called upon to exert themselves in repressing the illegal practice of supplying provisions, fishing outfits, bait, &c., to the Americans and be desired to apply to the Naval Commanders for assistance if required

I beg respectfully to suggest that a vessel possessing greater steam power than this Gunboat be employed on No. 5 Station in the Autumn as the northerly gales get up very suddenly with a heavy sea, causing an onshore current (as mentioned in the sailing directions) which renders it necessary to gain an offering on the slightest appearance of bad weather to avoid getting on a lee shore.

I have, &c., &c.,

(Signed)

NOEL S. F. DIGBY,

Lieutenant and Commander.

Vice Admiral

E. G. FAUSHAWE.

Report on the Fisheries.

H. M. S. *Sphink*, AT HALIFAX, N. S. 15TH NOVEMBER, 1870.

SIR,—With reference to article 3 of the Fishery Instructions, I have to inform you, that the most plentiful sorts of fish on the Western Coast of the Gulf of St. Lawrence, are Salmon, Cod, Sing, Mackerel and Herring, and the best baits that are used for catching them are small kinds of fish which are easily obtained by dragging those parts of rivers which become small pools at low water.

Salmon, Cod, and Sing, are found at the mouths of rivers where these baits are, and in about the same proportion of number. Mackerel and herring naturally come into shallow water at certain seasons to spawn and are there in the best condition for human food; but they can be enticed and veey easily if along a bank to more than three miles from the coast, and then caught thereby a vessel standing out to sea and throwing over-board large quantities of bait as she goes along.

These fish are cured and packed on board the fishing vessels directly they are caught, it being necessary to do so, in order to preserve them. As the nearest principal markets for the sale of fish are New York and Boston, and as there is a tax in the United States on fish landed from British vessels, but none from American, and as fish are more plentiful near the coast, it follows that the business on this coast is most profitable when it can be carried on close to the shore and under American colours.

Also as fishing is apparently most profitable under American colours, and there is an American law which prevent a British built ship from ever being able to sail under American colours, it follows that the ship builders in the United States, have a better market for their fishing schooners than the British,

On the other haad it is a disadvantage to the United States Government for vessels to fish under their flag, for they lose their tax which they would get were the fish to be landed at their seaports from British vessels instead of American.

The residents about the West Coast of the Gulf of St. Lawrence, have informed me that their inshore fishing this season has been good, and that they attribute this in a great measure to the American schooners having been kept off the coast. Large numbers of these schooners have been fishing in the Gulf of St. Lawrence this year and have been frequently seen doing so within three miles of the coast, notwithstanding the precautions that have been taken to prevent them. These fishing schooners generally go about in fleets and their crews are made up of all nations with but a few *bona fide* Americans among them; three men receive no wages, but a certain shareof the proceeds of the sale of the fish caught during the season.

I think that the most effectual plan which could be adopted in the ensuing year for the protection of the Canadian Fisheries would be to put up a telegraph wire along the coast with a station at every post office, and to station small steam schooners as follows: The one at Shippegan should be of such light draught of water as to be able to pass through Shippegan Gully.

One between Cape Rosier and Cape Despair, head-quarters at Percé. One between Cape Despair and the River Bonaventure, head-quarters, Port Daniel.

One between Bathurst and Pohemouche Gully, head-quarters Shippegan. One between Pohemouche Gully and Richibucto Head, Head-quarters off Portage Island. One between Richibucto Head and Pictou; and North Point, P. E. Island and Charlottetown, head-quarters, Egmont Bay. Also a man-of-war for the whole coast, with head-quarters at either Gaspé, Charlottetown, or Pictou, these being almost the only safe anchorages where a large vessel can lay in bad weather.

The places I have suggested as head-quarters for the small vessels, are those to which the American schooners generally go, with the plea of seeking for shelter from bad weather, and where bait can be purchased and cargoes transhipped. Vessels thus stationed could be summoned by telegraph to any part of the coast where foreign vessels might be seen fishing. If a man-of-war be employed next year for the protection of the Canadian fisheries. I recommend that it should be commanded by an officer in whose judgment and discretion sufficient confidence can be placed as neither to be obliged to restrict him to the limited speed of five knots per hour, nor to the limited period of 48 hours at anchor, for these fishing schooners sail very fast, and he would probably find that the only way of detecting them in the act of fishing within three miles of the coast would be by coming up to them about daylight as suddenly and as rapidly as he possibly could. And if they should see a man-of-war at anchor at any place they might want to go to they would easily avoid her by standing out to sea for 48 hours and afterwards returning.

I also think that if a telegraph were put up along the coast, it would be preferable for vessels employed for the protection of the fisheries to remain at anchor as near a telegraph station as possible ready to start off as fast as possible to any place they might be summoned to, than to cruise about at sea under sail. It would be in my opinion, of great assistance to the officers in command of vessels employed in the protection of the fisheries, if they were furnished with the names of all vessels that cleared the customs of the various ports of the Dominion of Canada and Prince Edward Island, and if the following laws were to be passed and enforced,

1st. That no vessel should be allowed to leave a British port, without an ensign flying.

2nd. That no person in Canada should be allowed to sell bait to, or in any way to assist in procuring it, for any person connected with a foreign vessel.

3rd. That all small vessels and fishing boats, not supposed to carry an ensign, should have, both on their sails and bows a mark that would render the ownership and nationality easily distinguished; for I think it quite possible that a foreign vessel, after having cleared out for trading purposes and having attached to her a large number of boats and men, might anchor off the Canadian coast, and, without actually fishing herself, employ her boats and men in doing so, if proper precautions are not taken in time to prevent her doing so.

I also think that it would be an assistance to navigators if for the future in placing buoys to mark narrow channels into harbours, black and red buoys were to be placed on the right side going into the harbour and white and chequered buoys on the left.

I herewith enclose the Navigating Lieutenant's report, in compliance with article 5 of the Fisheries Instructions.

I have, &c.,

(Signed)

H. B. PHILLIMORE,
Captain.

Vice Admiral

EDWARD G. FAUSHAWE,
Commander-in-Chief.

(Copy—No. 63.)

*Report on Fisheries—Fishing Station No. 6.*H. M. P. Frigate *Valorous*.

HALIFAX, N.S., 17th Sept., 1870.

SIR,—Agreeably to Article 3, of your instructions dated 3rd May last, I have the honor to make the following Report.

Owing to the seizure of the schooner "S. G. Marshall," on the 31st of July, the ship has been much detained at Charlottetown, in prosecuting her to determination.

In consequence of the evidence obtained of various vessels in the employ of and belonging to Mr. J. C. Hall, an American citizen doing business in Charlottetown, being illegally registered and wearing English colours to enable them to prosecute the inshore fishery, my attention has been greatly given to the detection of these irregular vessels.

The presence of a ship of war at Charlottetown, I consider would be of great assistance in exercising supervision, and checking these on the Statutes.

This Port being on no Fishery Station, is rarely visited, and in consequence the Officials to whom it was my duty to apply were unable from inexperience to render me the assistance I required.

In exercising a supervision over the shipping here, which is much wanted owing to the class of persons who form the Customs authorities, and who here are appointed solely from political reasons, the irregular vessels would in time be suppressed.

It must be remembered that these irregularly owned vessels are fitted out to obtain other cargoes in a short space of time, e. g. the "S. G. Marshall" had on board two seines, one of two hundred fathoms long, and eighteen feet deep, the other one hundred fathoms in length and twelve feet in depth. The cost of the first one was about £400, the smaller one about £200. In addition she had four boats. In evidence the master stated that if he had remained where he was taken, he would have filled his vessel in 48 hours.

With regard to the fisheries on No. 6 Station, I have, owing to the limited space of time actively employed, but little to record.

The Cod Fishery was a good average catch from the Bay of Chaleur, along the coast to Point Peter.

The Mackerel fishing was hardly an average if the American fishermen are to be believed.

The English vessels made good catches off Bathurst and other places close to the shore where the fish schooled.

By this I do not mean it to be inferred that the American fishermen do not fish inside the limit, and share in all the advantages of the inshore fishing. I have seen as many as thirteen vessels at one moment fishing close inshore, but of course the whole were outside the limit before they could be approached.

The inhabitants of Port Daniel complained that prior to this season the Americans were in the habit of hauling their seines in the bay, greatly to the loss and impoverishment of the inhabitants.

The inhabitants of Gaspé Basin and the neighbourhood complained of the behaviour of an American, Mr. Ebenezer Marshall, of the schooner *S. G. Marshall*, last year. They stated that he hauled his large seines on Sandy Beach, forming the harbor, and had brought to land large numbers of young codfish which were useless to him.

The spot always had been a favoured breeding place for cod, and they feared that its character would be totally changed, and great loss to them ensue, if that practice was pursued. They also stated that they feared the mackerel would avoid the Bay for a season if the seining was persisted in.

With regard to the best method of protecting the fisheries during the ensuing season, I beg to make this suggestion—

That on the Gulf of St. Lawrence the Stations 4, 5 & 6, be placed under a Senior Officer, so that any one of the cruisers under the altered system might be able to refer

any questions or difficulty to him. The senior officer would then be able to clear up questions and explain matters of a delicate character on the spot.

He would also be able to relieve the cruiser in the event of a capture having been made by her, by receiving the necessary witnesses on board, instead of the capturing ship being kept off her Station for a length of time.

The fact of being able to communicate on the spot with a superior immediately engaged in the same duty would naturally strengthen the position of those engaged in an arduous duty of this character for the first time, and lessen the isolation now experienced.

In my opinion it requires a personal acquaintance with those engaged in the fisheries, and also a knowledge of the class of officials met with to be able to detect the subterfuges to which they have recourse in order to gain their ends.

I observe that I have omitted to mention that the master of the *S. G. Marshall* complained of to me last year, is the same Ebenezer Marshall in command of her when captured.

I have, &c.,

(Signed),

E. HARDINGE,
Captain.

Vice-Admiral

Geo. G. Wellesley, C. B.,
Commander-in-Chief.

(Copy—No. 50.)

Final Fishery Report—Station No. 5.

Her Majesty's Ship *Plover*,

CHALOTTETOWN, P. E. ISLAND,

18th November, 1870.

SIR,—The fishing on this station (No. 5), is almost entirely for mackerel, and is carried on near the shore on the north and east coasts of this Island, according to the direction and strength of the wind, but chiefly between East and Long Points. The fishermen also much frequent the neighborhood of North Point early in the season. The fishing grounds extend to as much as fifteen miles from the shore at times, especially after blowing weather, and the fish sometimes close in to within a mile when the wind is light.

2. The schooners can only fish when the wind is off shore, in order that they may have room to drift and have smooth water.

3. The American vessels begin to make their appearance the first week in August, and then increased to above 100 about the middle of September, after which they decreased until the middle of October, when they had nearly all left.

The catch this year is reported to have been one of the worst for many years, although a few of the schooners were tolerably successful, but they were the exception.

4. With regard to the encroachments of the United States fishing vessels, it seems to me impossible to prevent it with Her Majesty's cruisers alone, as they being in general the only square rigged and large vessels on the coast, can be distinguished miles off, and the foreigners have ample warning to get well off shore before the cruiser can approach near to them.

If a schooner similar to the fishing ones was attached as tender to each ship, and was to cruise with the fishing fleets, it would I think effectually put a stop to illegal fishing. These schooners could be armed with a boat's gun, and manned and provisioned as an ordinary boat from the ship to which they were attached.

5. The Canadian Government might be induced to furnish these vessels if Her Majesty's Government did not think fit to purchase them: they should be furnished with

a few empty fish barrels on deck and made to look as like an ordinary fishing vessel as possible.

6. Every facility is given in the ports of this Island to foreigners for obtaining and replenishing their stock of stores and necessaries for fishing.

This, if the treaty is intended to be strictly enforced, should not be allowed, as if it is wished to drive the United States fishermen from these waters, they will then be obliged to return home for supplies.

Cod fishing is carried on to a slight extent, but only in deep waters and entirely by English vessels.

7. I made one capture during the season, the *Clara F. Friend*, of Gloucester, Mass. I took her within a mile of the shore where she was fishing with two or three other Americans in the midst of a large fleet of schooners.

8. The *Cherub* gunboat was placed for sometime under my orders on this station, and was principally employed about Cascumpeque and North Point. I beg to bring to your notice the ready and efficient manner in which Lieutenant Digby invariably carried out my orders.

The United States men-of-war *Frolic*, *Neipsic*, and *Guard* were employed on this station during this season, and I have much pleasure in stating that a mutual very good feeling was established between us, and their presence tended very much to check irregularities on the part of their fishermen.

There was little or no fishing on Station No. 4 whilst under my charge.

9. I beg leave to suggest that copies of these reports should be furnished to commanders on taking charge of their stations, in order that they may have the advantage of their predecessors experience.

10. I do not agree with Captain Walker's suggestion of night-cruising without lights, as the fish do not bite beyond an hour after sunset, and the fishermen nearly always anchor at night, besides there would be a considerable bill for damages should a vessel be run down, the cruiser having no lights up.

I have, &c.,

(Signed,)

JAMES A. POLAND,
Commander.

P. S.—I beg to enclose a list of vessels boarded.

Vice-Admiral

Edward G. Fanshawe,
Commander-in-chief.

APPENDIX BB.

GENERAL STATEMENT of Vessels boarded during the Season of 1870, by Officers in command of the Marine Police.

Names of vessels and owners.			Tonnage.		Port of Registry.	When and Where Boarded.		By whom Boarded.	Remarks.
Vessels.	Owner.	Master.	Tons.	Men.		Date.			
Gen. Grant.....	J. Pen & Son.....	J. Bowie.....	86	18	Gloucester, U.S.	June 19, 1870	Pirate Cove, N. S.	Capt. P. A. Scott, Com., Steamer "Lady Head."	In for wood and water.
J. G. Tarr.....	Dodd & Tarr.....	N. W. Kenny.....	82	17	do	do	Str't of Canso, N.S.	do	do
Col. Cook.....	A. Lington.....	G. Bearse.....	64	14	do	do	do	do	do
S. S. Day.....	Henry Hardy.....	H. Hardy.....	81	17	do	do	do	do	do
Wildfire.....	Benjamin Bearse.....	B. Bearse.....	108	20	do	do	do	do	do
L. McKenzie.....	Shute & Merchant.....	S. Merchant.....	65	16	do	do	Port Mulgrave, N.S.	do	do
C. B. Chappel.....	Denis Nair.....	D. C. Stinsol.....	68	17	do	do	Strait of Canso, do	do	do
C. P. Thomson.....	Lowe, & Co.....	E. Cash.....	74	16	do	do	do	do	do
American Eagle.....	J. Hamilton.....	E. Stapleton.....	61	16	do	do	do	do	do
L. J. Warren.....	Warren & Co.....	D. Allen.....	59	15	Deer Isle, do	do	do	do	do
Equity.....	Dr. Leywood.....	A. Bobson.....	17	13	Gloucester, do	do	do	do	do
R. S. Warren.....	Warren & Co.....	J. D. Pickering.....	74	17	Deer Isle, do	do	do	do	do
Idella Small.....	do	G. Robbins.....	63	18	do	do	do	do	do
Annie Harris.....	Harris & Co.....	E. C. Harris.....	62	16	Waldoboro do	do	do	do	do
G. W. Reed.....	Stinson & Co.....	M. Stinson.....	55	13	Swan Island do	June 20, 1870	do	do	do
John Pew.....	C. Wasgott & Co.....	F. J. Goff.....	43	15	do	do	do	do	do
May Frances.....	T. Warren & Co.....	E. J. Brown.....	43	12	Deer Isle., do	do	Port Mulgrave, do	do	do
Princess.....	A. White.....	A. Sawyer.....	64	14	Backsport, do	do	do	do	do
Two Forty.....	M. Whelan.....	H. Hampton.....	68	12	Gloucester, do	do	do	do	do
Energy.....	C. Parker.....	Ed. Walsh.....	99	21	do	June 29, 1870	do	do	do
S. C. Noyes.....	Noyes & Co.....	James Brady.....	124	19	Newbury Port do	do	Strait of Canso, do	do	do
W. Sutton.....	J. C. Clarke.....	W. Whitman.....	78	15	Gloucester, do	July 8, 1870.	Hawksbury, C. B.	do	do
Enterprise.....	R. Ford.....	Boswell Ford.....	28	5	do	do	Prt. Mulgrave, N.S.	do	do
Mascara.....	W. P. Second.....	Reed.....	59	15	do	do	do	do	do
J. Huot.....	S. J. Day.....	John Hiltz.....	63	15	do	July 9, 1870.	Pirate Cove, do	do	do
May Edward.....	W. P. Lennox.....	Jos. McCaulay.....	70	50	Booth Bay, do	do	do	do	do
S. McKnown.....	M. E. Pierce.....	O. M. Parson.....	74	18	do	do	do	do	do
Twilight.....	E. Thorpe.....	Henry Pierce.....	96	13	Bristol, do	do	do	do	do
H. Robinson.....	Sawyer & Co.....	E. Lewis.....	80	15	Booth Bay do	do	do	do	do
K. McClintock.....	J. McClintock.....	Silas Hodston.....	71	17	do	do	Port Mulgrave, do	do	do
Frank Treat.....	Frank Treat.....	J. Reix.....	110	19	Frankfort, do	July 19, 1870.	do	do	do
								Repairs.	Bound to Bay des Chaleurs.
								In for wood and water.	In for wood and water.

GENERAL STATEMENT of Vessels boarded during the Season of 1870, by Officers in command of the Marine Police.

Names of Vessels and Owners.			Tonnage.		Port of Registry.	When and where Boarded		By whom Boarded.	Remarks.
Vessels.	Owner.	Master.	Tons.	Men.		Date.	Where.		
F. Butler.....	Webber.....	.....	.....	do	do	do	do	In for ice—ordered him off.
C. H. Price.....	Everett.....	.....	.....	do	Sept. 3, 1870	do	do	For the purpose of getting ice—ordered him off.
E. H. King.....	Coggins.....	.....	.....	Trenton	do	do	do	I considered he was on a smuggling expedition, reported same to E. Benning, Esq. Customs Officer
Wm. Sutton.....	Whitman.....	.....	.....	Gloucester	Sept. 14, 1870	Guy'sboro,	do	190 brls. of mackerel. In for wood.
Enola. C.....	Cunningham.....	.....	.....	do	Sept. 15, 1870	do	do	160 do
W. Arrow.....	Henley.....	.....	.....	do	Sept. 20, 1870	Canso,	do	215 do Repairs.
Surprise.....	Hipson.....	.....	.....	Plymouth	do	Cape Canst,	do	350 cwt. of codfish. In for repairs.
M. A. Taylor.....	Larkins.....	.....	.....	do	do	do	do	550 do
Helen.....	W. Morrisey.....	.....	.....	Beverly	Sept. 24, 1870	Sydney, C. B.....	do	In for water and and fishing supplies.
Montezuma.....	do	Sept. 30, 1870	Louisburgh.....	do	In for water.
Spring Bird.....	Jos. Divine.....	.....	.....	do	Oct. 1, 1870	do	do	do
River Dale.....	Murphy.....	.....	.....	Gloucester	Oct. 7, 1870	Port Hood, C. B..	do	100 brls. of mackerel. In for water.
A. J. Franklin.....	Nass.....	.....	.....	do	do	do	do	170 do
Lidda Lizza.....	Frolic.....	.....	.....	Portland	do	do	do	do
do.....	do.....	.....	.....	do	Oct. 10, 1870	do	do	160 do
Sargent Day.....	do.....	.....	.....	do	do	do	do	do
A. J. Franklin.....	Ross.....	.....	.....	Gloucester	Oct. 11, 1870	Broad Cove, do..	do	do
Oliver Eldridge.....	do	Oct. 12, 1870	Port Hood, do..	do	do
Sultana.....	do	do	do	do	280 brls. of mackerel.
A. J. Franklin.....	Ross.....	.....	.....	do	Oct. 15, 1870	Port Mulgrave, do	do	25 do
River Dale.....	Murphy.....	.....	.....	do	Oct. 25, 1870	Port Hood, C. B..	do	Seized her fishing within the three mile limit, also for having two sets of papers.
J. F. Allen.....	McLean.....	.....	.....	do	do	do	do	180 brls. of mackerel. In for water.
Hiawatha.....	Murphy.....	.....	.....	do	do	do	do	150 do
					do	do	do	do	In for shelter.
					do	do	do	do	195 do In for shelter.

General Grant	W. Parsons	Bowie	do	do	do	do	do	do	do	170 barrels of mackerel, for water and shelter.
Granada	Reynolds	do	do	do	do	do	do	do	do	15 barrels of mackerel.
William Parsons	J. McMillan	do	do	do	do	do	do	do	do	40 do
J. W. Parsons	Brown Bros.	Je Whelan	do	do	do	do	do	do	do	50 barrels of mackerel. For water.
J. W. Parsons	Smith & Galt	do	do	do	do	do	do	do	do	40 do
J. W. Parsons	F. Macdonald	do	do	do	do	do	do	do	do	40 do
J. W. Parsons	W. P. Lynick	do	do	do	do	do	do	do	do	40 do
J. W. Parsons	Thompson & Barry	do	do	do	do	do	do	do	do	40 do
Vet. Van	Parkis Bros.	Murphy	do	do	do	do	do	do	do	40 do
Col. Neworth	J. Clarke	Whiffle	do	do	do	do	do	do	do	40 do
Wm. Sutton	do	do	do	do	do	do	do	do	do	40 do
A. Franklin	do	do	do	do	do	do	do	do	do	40 do
Bessie	Wm. Parsons	J. Reed	do	do	do	do	do	do	do	40 do
Gadit	E. C. Brown	do	do	do	do	do	do	do	do	40 do
Leah Paul	Sexton & Co.	Palada	do	do	do	do	do	do	do	40 do
J. S. Smith	Dawn & Co.	Balter	do	do	do	do	do	do	do	40 do
F. E. Rogers	Mooney	Greenlin	do	do	do	do	do	do	do	40 do
C. Hendrick	Sexton & Co.	B. Watts	do	do	do	do	do	do	do	40 do
Sea Queen	Rewe	Ross	do	do	do	do	do	do	do	40 do
Glen Woon	J. McDonald	Rabbett	do	do	do	do	do	do	do	40 do
Macdonald	J. McClintock	G. Skinner	do	do	do	do	do	do	do	40 do
Monticello	Master	W. A. Dickson	do	do	do	do	do	do	do	40 do
Lizette Port	Master	Lewis	do	do	do	do	do	do	do	40 do
Alire M. Lewis	McCorm	E. G. Love	do	do	do	do	do	do	do	40 do
W. Draper	do	do	do	do	do	do	do	do	do	40 do
Macdonald	do	do	do	do	do	do	do	do	do	40 do
Latta	do	do	do	do	do	do	do	do	do	40 do
J. W. Parsons	do	do	do	do	do	do	do	do	do	40 do
Av. Parsons	do	do	do	do	do	do	do	do	do	40 do
J. R. Nickerson	J. Carroll	do	do	do	do	do	do	do	do	40 do
Henry	Patrick Bros.	do	do	do	do	do	do	do	do	40 do
Restless	Gen. Bailly	do	do	do	do	do	do	do	do	40 do
Alice M. Lewis	J. Lewis	do	do	do	do	do	do	do	do	40 do
(2nd time.)	W. A. Thompson	do	do	do	do	do	do	do	do	40 do
Charger	do	do	do	do	do	do	do	do	do	40 do
Miss Parker	do	do	do	do	do	do	do	do	do	40 do
Lady Woodbury	do	do	do	do	do	do	do	do	do	40 do
A. H. Hinch	do	do	do	do	do	do	do	do	do	40 do
A. L. W. W.	do	do	do	do	do	do	do	do	do	40 do
Ellen Lewis	do	do	do	do	do	do	do	do	do	40 do

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GENERAL STATEMENT of Vessels boarded during the Season of 1870, by Officers in command of the Marine Police.

Names of Vessels and Owners.			Tonnage.		Port of Registry.	When and where Boarded.		By whom boarded.	Remarks.
Vessels.	Owner.	Master.	Tons.	Men.		Date.	Where.		
Volunteer	Gloucester, U.S.	July 13, 1870	Pirate Cove, N. S.	J. C. E. Carmichael, Commander Sch. Sweepstake.	
E. K. Dresser	Average 68 tons.	Average 14 men.	Booth Bay	do	do	do	For wood and water.
Highton Lass			Deer Island	do	do	do	do
Emma Brown	Average 68 tons.	Average 14 men.	do	do	do	do	do
Sea Witch			Newburyport	do	Prt. Mulgrave, C. B.	do	do
Jas. Sewett			Bedford	do	do	do	do
Restless			Gloucester	do	do	do	do
E. K. Howe	Average 68 tons.	Average 14 men.	do	do	do	do	do
David Brown			North Haven	do	do	do	do
Golden Eagle			do	do	do	do	do
do			Deer Island	do	do	do	do
Harriet	Average 68 tons.	Average 14 men.	N. Haven, U.S.	July 13, 1870	Port Mulgrave, C. B.	do	At anchor, & bound fishing.
Huntress			Newburyport	do	Pirate Cove, N. S.	do	In for wood and water.
Race Horse			do	July 14, 1870	do	do	do
Nevada			Gloucester,	do	do	do	do
Clarence Fry	Average 68 tons.	Average 14 men.	North Haven,	do	do	do	do
Montabella			Booth Bay,	do	Port Mulgrave, C. B.	do	do
Minnetta Light			Cohasset,	do	do	do	do
Isaac Ritch			Salem,	July 15, 1870	do	do	do
Alpha	Average 68 tons.	Average 14 men.	Cohasset,	do	do	do	do
General Grant			Portland,	do	do	do	do
Geo. W. Brown			Newburyport	do	Pirate Cove, N. S.	do	do
J. E. Wainstin			Booth Bay,	do	do	do	do
Q'n of the Fleet	Average 68 tons.	Average 14 men.	Southport,	do	do	do	do
F. E. Riggs			Gloucester,	do	do	do	do
O. Friend			do	do	do	do	do
Winged Arrow			do	do	do	do	do
Willie S. Corey	Average 68 tons.	Average 14 men.	do	do	do	do	do
George Rust			Portland,	July 16, 1870	Port Mulgrave, C. B.	do	do
Franklin, H.			Gloucester,	do	do	do	do
Aaron Barnham			do	do	do	do	do
Levi Lankin	Average 68 tons.	Average 14 men.	do	do	do	do	do
Waterfall			do	do	do	do	do
do			Southport,	do	do	do	do
Alice Sea Fox			Booth Bay,	do	Pirate Cove, N. S.	do	do

GENERAL STATEMENT of Vessels boarded during the Season of 1870, by Officers in command of the Marine Police.

Names of Vessels and Owners.			Tonnage.		Port of Registry.	When and Where Boarded.		By whom Boarded.	Remarks.
Vessels.	Owners.	Master.	Tons.	Men.		Date.	Where.		
Messenger	Mason	Ingersoll	63	15	Gloucester, U.S.	Aug. 15, 1870	Port Mulgrave, C. B. I.	J. C. F. Carmichael, command, scho. "Sweetstake."	150 do. At anchor.
J. G. Inis	Dadd & Terr	McKenney	82	18	do	do 15, do	do	do	do
M. E. Daniel	Whalen & Wauson	Marten	67	16	do	Sep. 20, 1870	Pt. Hawkesbury, do	do	do
E. R. Nickerson	Master & others	Carroll	82	17	do	Oct. 14, do	Port Hood, do	do	do
S. E. Lawlor	Do	Cushing	74	18	Salem	do 14, do	do	do	do
Mary Ann	Do	Morrissey	101	20	Gloucester	do 14, do	do	do	do
Elect Flash	Do	McDonnell	82	17	do	do 14, do	do	do	do
J. T. Allen	Beacock	do	62	15	do	do 14, do	do	do	do
Hiawatha	Babbitt	Martin	64	15	do	do 14, do	do	do	do
F. A. Smith	Byron Hines	Caldwell	68	14	Beverley	do 24, do	do	A. Betts, commander schooner "Water Lily."	170 do
Romp	S. Buckman	Mr. Oliver	68	14	Eastport	Nov. 3, do	Back Bay, N. B.	do	Seized for having fished at Three Islands, Grand Manan.
White Fawn	M. Marshall .....	.....	64	.....	Gloucester	do 25, do	Head Harbor do	do	Preparing to fish.
Sarah E. Snow .....	.....	.....	.....	.....	do	Dec. 13, do	Back Bay do	do	Had permit from Deputy-Collector of Customs, St. George, to buy herring.
G. G. Kidder .....	.....	.....	.....	.....	do	do 14, do	do do	do	do
Dreadnaught .....	.....	.....	.....	.....	do	Jan. 10, 1871	do do	do	Had a British Register in the name of Adam Black.
A. M. Dodd .....	.....	.....	.....	.....	do	do 11, do	do do	do	Owner is believed to live in Lunenburg, Me. U. S.
Island Queen .....	.....	.....	.....	.....	Siran Islands	do 11, do	do do	do	In for cargoes of fish.
Waverley .....	.....	.....	.....	.....	Rockport	do 12, do	do do	do	do
Perseverance	W. Thorpe .....	.....	.....	.....	Eastport	do 12, do	Bliss Harbor do	do	Seized for fishing 200 fathoms from shore.
Sergeant S. Day .....	.....	.....	85	20	Gloucester, Mass.	July 9, 1870,	Pasphebiac, Quebec.	G. V. Story, Commander, Scho. "England."	Fair catch.
Sefagon	C. Bryant .....	.....	103	20	do	do 20, do	Miscou, N. B.	do	Very bad catch of fish.
Olive Robinson	A. Lewis .....	.....	82	15	Booth Bay	do 20, do	do do	do	do

[illegible]

Ella E. Tanner. Claret Chan- pagne	Stafford	66	15	Gloucester	do	Aug. 1, do	do	do	do	shelter.
Carlton	Stimel	69	17	do	do	do	Port Daniel,	do	do	do
Lizzie A. Tarr	Thomas	63	13	do	do	do	do	do	do	do
J. B. Woodbury	Self	63	12	do	do	do	St. Margaret's Bay	do	Vessel seized.	do
	W. Webber	63	15	Portland,	do	June 22, do	Gaspé, Quebec...	do	Just left Portland for mack- erel fishing.	do
W. Bigle	J. Bigle	65	16	Gloucester,	do	do	Percé, do	L. H. Lachance, commander Sebr. "Stella Maris."	Caught 60 barrels of mack- erel. In for water.	do
Col. Cook	J. Pearce	62	16	do	do	do	Gaspé, do	do	do	do
J. B. McLellan	P. Leena	62	17	do	do	do	do	do	do	do
Flying Cloud	W. Gammon	63	15	do	do	do	do	do	do	do
W. Partson	McMillen	61	16	do	do	do	Percé, Quebec...	do	do	do
J. B. Tarr	G. McKeeney	63	15	do	do	do	do	do	For repairs.	do
Lizzie Poor	Dickney	61	16	Boothbay,	do	do	do	do	For shelter.	do
J. J. Clarke	Geo. Lee	60	15	Gloucester,	do	do	do	do	No mackerel.	do
W. Kane	P. Donilley	62	15	Belfast,	do	do	do	do	20 brls of mackerel, do	do
Forest Queen	J. M. Tilden	63	15	do	do	do	Magdalen Islands.	do	No mackerel.	do
Joshua Sanborn	Pat Botser	58	14	Gloucester,	do	do	do	do	In for shelter.	do
American Eagle	W. Andrew	64	17	do	do	do	do	do	do	do
Alice & Louis	E. Goodwin	63	16	do	do	do	do	do	Caught 100 barrels of mack- erel. In for water.	do
Flying Cloud	W. Gammon	63	15	do	do	do	do	do	do	do
W. Partson	McMillan	61	16	do	do	do	do	do	do	do
J. Clarke	Geo. Lee	60	15	do	do	do	Percé, Québec	do	No mackerel. In for shelter.	do
Willie Erdix	Whelan	35	11	Boston,	do	do	Paspébiac, Québec	do	do	do
Col. Elsworth ..	F. Owen	82	17	Gloucester,	do	do	do	do	No mackerel. In for shelter.	do
Carlson	Frank Thomas	60	15	do	do	do	do	do	10 barrels of mackerel. In for water	do
Feslan	Whelan	34	11	Boston,	do	do	do	do	35 do	do
Laura Dadd	E. Malady	94	20	Gloucester,	do	do	do	do	65 do	For repairs.
Eliza Wood	T. L. Tilden	35	15	New Haven,	do	do	do	do	225 do	For shelter.
Eliza K. Parker	W. Richard	73	15	Gloucester,	do	do	Johnson Brook, N.B.	do	65 do	For repairs.
E. H. Wanson ..	S. W. Rebber	63	17	do	do	do	do	do	60 do	For water.
S. W. Roberts ..	G. Thompson	75	17	Rockport,	do	do	Port Daniel, Que.	do	57 do	do
Rebecca S. Warren ..	S. Rickney	74	16	Rock bay,	do	do	Paspébiac, Québec	do	40 do	do
Jos. J. Hellen	J. McLean	62	15	Gloucester,	do	do	do	do	140 do	do
John Gerrard	George Row	33	14	Mabb port,	do	Aug. 6, do	do	do	20 do	do
A. J. Franklin ..	J. Ross	53	15	Gloucester,	do	do	do	In for shelter.	80 do	do
Messenger	J. Anderson	66	17	do	do	do	do	do	50 do	do
B. N. Hough	G. Gray	62	15	do	do	do	do	do	120 do	do
Julia Grace	J. Stahl	62	14	Rockwood,	do	do	do	do	80 do	do
Sen Witch	P. Post	49	12	New Yorkport,	do	do	do	do	do	do
Mary & Edward ..	S. W. McCauley	70	16	Booth Bay,	do	do	do	do	80 do	do
Oriziona	S. W. Stoven	93	14	do	do	do	do	do	83 do	In for repairs.
						do	do	do	30 do	In for shelter.

GENERAL STATEMENT of Vessels boarded during the Season of 1870, by Officers in command of the Marine Police.

Names of Vessels and Owners.			Tonnage.		Port of Registry.	When and where Boarded.		By whom Boarded.	Remarks.
Vessels.	Owner.	Master.	Tons.	Men.		Date.	Where.		
Emma Brown	H. T. Cole	48	14	Deer Isle, U.S.	Aug. 6, 1870	Paspébiac, Quebec	L. H. Lachance, commander Schr. "Stella Maris."	85 barrels of mackerel. In for shelter.
Emily F. Swift	S. B. Horn	64	11	South port, do	do	do	do	do
Montebello	D. Schooner	50	13	Booth Bay, do	do	do	do	do
E. K. Dresser	E. Lovel	62	17	do	do	do	do	do
Panther	Rellador	38	12	Deer Isle	do	do	do	do
Fennian	Whelan	34	11	Boston, do	do	do	do	In for repairs.
General Grant	J. Burey	50	15	Portland, do	do	do	do	In for water.
Banner	R. Alice	23	7	Cushing, do	do	Percé,	do	240 cwts. codfish. In for shelter.
Meteor	E. L. Stephens ..	38	7	Gloucester, do	do 15, do	Cape Cove,	do	200 do In for water.

APPENDIX

SCHEDULE of Vessels seized by Imperial and Canadian Cruisers for

Name of Vessel.	No. of tons	Name of Master or Owner.	Place of Ownership.	Date of Seizure.	Place of Seizure, and distance of locality from shore.
Wampatuck	40	Mr. Goodwin	Plymouth, U. S.	27 June, 1870	{ About 1½ miles from the shore, off the North coast of Aspy Bay, Cape Breton.
J. H. Nickerson ..	70	Mr. McDonald	Salem, Mass. U.S.	30 June, 1870	{ Within 3 cables' length of the shore on east side of In- gonish Bay, N. S., and immediately inside of Ingonish Island.

Whether hovering in port without cause, trading, &c.; actively fishing, having fished, or preparing to fish.	When and how tried, and with what result, and if defended by Counsel.	By whom seizure was made.
<p>Actively fishing; men on board in the act of hauling in their lines; from 15 to 20 newly caught fish on deck, some of which were alive; Cod fish lines on deck. The Captain, who was ashore when his vessel was boarded, admitted, on coming aboard, that he knew his crew had violated the laws, that he could not blame Com. Tory for making the seizure, but that his men were so "crazy to catch fish," they would not stop, even when told not to fish inside the limits while he was away; and on such ground asked to be leniently dealt with. The mass of complainant's testimony having been open to inspection of defendant's counsel for three months, nothing was done to impeach it, and it stood uncontradicted. The defence was, that the fishing had been done during the Master's absence, and without his authority. This plea was entirely unsupported by evidence. Had been previously warned three times, on the 25th, 26th and 27th of June; and on day previous to seizure, Com. Tory gave full particulars to owner relating to the fishery laws and his instructions, and even placed in his hands Mr. Boutwell's circular warning American fishermen not to intrude on prohibited limits, and generally did his best to dissuade him from committing any act of trespass. When Comr. Tory went aboard, the crew informed him they were there for the purpose of procuring bait. Master was ashore. Mr. Tory directed crew to send for him, and to depart in an hour. About an hour afterwards, when again passing near schooner, the Master requested Mr. Tory to give him leave to remain next day (Sunday), for purpose of procuring more bait. This Mr. Tory refused, and informed the Master that he had already violated the law, and rendered himself liable to penalty.</p>	<p>Tried at Halifax, in Vice-Admiralty Court; vessel condemned and sold for \$800. Defended.</p>	<p>James A. Tory. Schooner Ida E.</p>
<p>On Sunday morning, the "Nickerson" was again at anchor in the same place, and she remained there till 6 p.m. On going aboard, Comr. Tory was informed by the Master that his crew was ashore, but that he expected them every moment, and would sail immediately on their return. Upon this assurance, the vessel was not then detained. On Monday, after repairing to Cape North and seizing the "Wampatuck," and taking her into Sydney, the "Ida E" returned to Aspy Bay, and found the "Nickerson" still there, within three cables' length of the shore. On going aboard, Master and crew said they were there for more bait. A quantity of fresh herring was in the hold, which had been procured in the morning. At the time of seizure, vessel had, in addition to her stores, 250 cwt. fresh Cod fish, and 50 cwt. fresh halibut, packed in ice.</p>	<p>Vice-Admiralty Court, Halifax. Still pending. Defended.</p>	<p>James A. Tory. Schooner Ida E.</p>

SCHEDULE of Vessels seized by Imperial

Name of Vessel.	No. of tons	Name of Master or Owner.	Place of Ownership.	Date of Seizure.	Place of Seizure, and distance of locality from shore.
Minnie		Mr. Campbell	Halifax, N. S.	28 July, 1870	Aspy Bay, Cape Breton.
Lettie.....	57	{ Mr. McGowan, owner; Mr. Bee- man, master. }	Prince Edward Island.	18 Aug., 1870	{ Half a mile off the Light inside Gaspé Harbor, Province of Quebec.
Lizzie A. Tarr....	63	Messrs. Tarr Brothers.	Gloucester, Mass., U.S.	27 Aug., 1870	{ About 350 yards from the shore in St. Margaret's Bay, North shore of Gulf of St. Law- rence, Province of Quebec.
A. H. Wanson....	63	Mr. Webber.....	Do.	3 Sept., 1870	{ Less than 2 miles south of Seawolf Island, and within 3 miles of the shore of Cape Breton, N. S.
H. W. Lewis	31	Mr. Watson	Halifax, N. S.	17 Sept., 1870	{ At Henry Island, near Port Hood, N. S.
A. J. Franklin ...		Mr. Nags	Gloucester, Mass., U.S.	15 Oct., 1870	{ Within 2 miles of the shore in Broad Cove, Cape Bre- ton, N. S.

and Canadian Cruisers, &c.—*Continued.*

Whether hovering in port without cause, trading, &c.; actively fishing, having fished, or preparing to fish.	When and how tried, and with what result, and if defended by Counsel.	By whom seizure was made.
Violation of the Customs' laws, having entered Aspy Bay (not being a port or place of entry) with dutiable goods on board, not being compelled to do so by stress of weather or unavoidable cause; landing goods; trying to evade the cutter's boat when boarding; and ultimately attempting to run down her captor.	Defendant fined \$800 and costs. Appealed. Defended.	James A. Tory. Schooner Ida E.
At time of capture was fishing inshore, on the coast of Gaspé; had fished for seven days previously within prohibited limits; had been boarded and warned; seized on the ground of apparent ownership by a foreign subject; the papers produced by the Master rendering her liable to seizure either for an infraction of the Merchant Shipping Act, or for violating the Act relating to fishing by foreign vessels.	In course of litigation in Courts of New Brunswick. Defended.	H. E. Betts. Schooner Ella G. McLean.
Anchored at west point of St. Margaret's Bay, near Seven Islands, St. Lawrence coast, west of Mount Joly, about 350 yards from the shore. Five fishing boats were alongside the vessel, crew having just returned from tending their lines, which were set between the vessel and the main land. Six halibut were found on the lines. Master admitted that the owner of vessel had directed him to go and fish there, as the Government cutter was seldom seen in these places; and some of the crew stated that if they had had a good spy-glass they would not have been caught.	Tried in Vice-Admiralty Court at Quebec. Vessel condemned and sold for \$2,801. Defended.	N. Lavoie. Schooner La Canadienne.
Actually fishing; catching mackerel, and throwing bait within a third of a mile from land at Broad Cove, Cape Breton. When boarded had four lines over the rail in the water, several of the hooks being freshly baited, and scales of fresh mackerel on deck. When approached by cutter, the "A. H. Wanson" threw overboard round mackerel, in order to destroy this part of the proof; had been previously boarded and warned.	Tried in Vice-Admiralty Court, Halifax. Vessel condemned, and bail to the amount of \$3,500 forfeited. Defended.	J. C. E. Carmichael. Schooner Sweepstake.
Seized for violation of Revenue laws, having on board two or more large casks of liquor, besides other goods not on the manifest.	Vice-Admiralty Court, Halifax. Still pending. Defended.	J. C. E. Carmichael. Schooner Sweepstake.
At time of boarding, mackerel lines were coiled upon schooner's rail, being wet and dripping; hooks freshly baited; fresh fish-blood and fresh mackerel gills and scales on deck, with every appearance of bait having just been gathered up and cast overboard. The Master denied having fished there within the limits, whereupon Com. Tory desisted from seizing the vessel, but informed the Master that should he find he had not told the truth, he would seize her at a future time. On personal enquiry being made of the British vessels which had been fishing in the same place and at the same time with the "A. J. Franklin," it was ascertained that she had been fishing alongside of them, within the three miles limit, when first boarded. She was consequently seized on the 15th of October, having been warned on the 7th of the same month.	Tried in Vice-Admiralty Court, Halifax. Vessel condemned. Defended.	James A. Tory. Schooner Ida E.

SCHEDULE of Vessels seized by Imperial

Name of Vessel.	No. of tons.	Name of Master or Owner.	Place of Ownership.	Date of Seizure.	Place of Seizure, and distance of locality from shore.
Granada.....		Mr. Paine	{ Provincetown, } { Mass., U. S. }	25 Oct., 1870	{ Port Hood, Cape } { Breton, N. S. }
Romp	20	Mr. Oliver	Eastport, Maine, U. S.	8 Nov., 1870	{ Oliver's Wharf, } { Back Bay, Char- } { lotte Co. N. B. }
White Fawn.....	64	Mr. Marshall	Gloucester, Mass., U. S.	25 Nov., 1870	{ Head Harbor, } { Campo Bello, N. B. }
Perseverance	21	Mr. Thorpe	Eastport, Maine, U. S.	12 Jan., 1871	{ About 200 fathoms } { from Fry's Island, } { in Bliss Harbor, } { Co. Charlotte, N. B. }
S. G. Marshall...	53	Mr. Marshall	{ Rustico, Prince Ed- } { ward Island }	31 July, 1870	{ Near the beach in } { Gaspé Bay. }
Clara F. Friend ..	70	Mr. Grady	Gloucester, Mass., U. S.	....., 1870	{ 1 mile off Long } { Point, near East } { Point, P. E. I. }
Albert	90	Mr. Banks	Barrington, N. S.	20 Aug., 1870	{ Charlottetown, } { P. E. I. }

DEPARTMENT OF MARINE AND FISHERIES,
Fisheries Branch, Ottawa, 1870.
(Certified) W. F. WHITCHER.

and Canadian Cruisers, &c.—Continued.

Whether hovering in port without cause, trading, &c.; actively fishing, having fished, or preparing to fish.	When and how tried, and with what results, and if defended by Counsel.	By whom seizure was made.
<p>Vessel at anchor in Port Hood, and without any clearance papers. Had on board 1 puncheon molasses, 3 casks paraffine oil, 84 boxes tobacco, 1 case rubber boots, 1 cask gin, 1 bundle oil-cloth, 2 chests tea, 12 nets, 10 coils rope, 4 bundles and 2 coils lines, 1 bundle corkwood, 7 gross hooks, 1 box scales, 20 barrels flour, 1 bundle marline, 3 dozen cod-leads, 16 bushels potatoes, 3 barrels beef, 1 barrel pork, 2 tubs butter, and other stores, besides a large quantity of salt; all of which stores, owing to the advanced period of the season, were in excessive quantity for ship's use, and unnecessary for a fishing voyage, but just usual cargo for a trading voyage. The fishing gear found on board was not only new, but had never been fitted nor used. The vessel had entered Port Hood, not being compelled to do so by stress of weather, or any other urgent cause; the weather was moderate during the whole of the day on which the seizure was made, and if the vessel had been really bound (as pretended) for the Bay of Islands, she had a fair and steady wind for her course, and was out of her track in this harbor. The packages of goods were fresh and unbroken.</p>	<p>Taken to Halifax for adjudication; still in process. Vessel bonded.</p>	<p>James A. Tory. Schooner Ida E.</p>
<p>Having on credible testimony, and on the subsequent admission of the Master, fished and caught about 50 barrels of herrings on and before the 5th of November, 1870, at the mouth of Grand Harbor, at the place called Three Islands, near Grand Manan, in Canadian waters, and within three miles of the land.</p>	<p>Tried at St. John, N. B., in Vice-Admiralty Court. Vessel condemned and sold for \$270. Undefended.</p>	<p>Albert Betts. Schooner Water Lily.</p>
<p>Preparing to fish at Head Harbour, a small bay in the eastern part of Campo Bello, N. B., by purchasing herring as bait.</p>	<p>Tried at St. John, N. B., in Vice-Admiralty Court. Monition refused on ground of there being no evidence of intent to fish in British waters.</p>	<p>Albert Betts. Schooner Water Lily.</p>
<p>Actually fishing at Bliss Harbor, N. B., within three miles of the coast, and having nets set therein at time of capture,</p>	<p>Taken to St. John for adjudication. Still in process of litigation.</p>	<p>Albert Betts. Schooner Water Lily.</p>
<p>Vessel was owned by Mr. Hall, an American citizen doing business in Charlottetown; was illegally registered, and wearing English colours to cover her prosecution of the inshore fishery. Master had hauled his seines on several occasions at Sandy Beach, Gaspé Basin, and landed large numbers of young cod fish, which were useless to him.</p>	<p>Tried at Charlottetown, P. E. I., in Vice-Admiralty Court. Vessel condemned and sold for \$2,775 95. Defended.</p>	<p>Capt. Hardinge. H. M. S. Valorous.</p>
<p>Actively fishing within a mile of the shore, in the midst of a large fleet of schooners. Had been previously boarded, and warned several times.</p>	<p>Taken to Charlottetown for adjudication. Rescued by crew and recaptured. Trial pending. Defended.</p>	<p>Capt. Poland. H. M. S. Plover.</p>
<p>Infraction of the 45th Article of the Merchant Shipping Act.</p>	<p>Tried at Charlottetown, in Vice-Admiralty Court. Vessel condemned and sold.</p>	<p>Capt. Hardinge. H. M. S. Valorous.</p>

P. MITCHELL,
Minister of Marine and Fisheries.



